OFFICIAL PROGRAM
FOUR DOLLARS

INDIANAPOLIS 500

THE SIXTY-SIXTH · MAY 30, 1982

"An American Tradition"

NEW-SIZE

V6 MUSCLE TRUCK

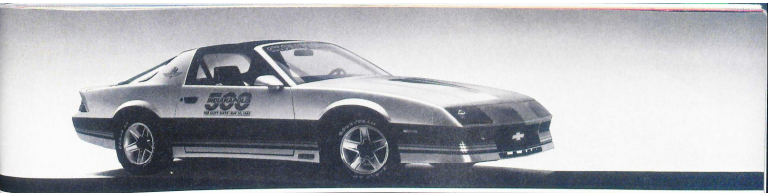
CHEVY S-10

V6 POWER AND 5-SPEED TRANSMISSION NOW AVAILABLE.

Last year it didn't exist.
This year it's running at Indy.
There's never been a truck like it before.

CHEVY TRUCKS

Some Chevrolet trucks are equipped with engines produced by other GM divisions, subsidiaries, or affiliated companies worldwide. See your dealer for details.



The leader of the pack.

When the driver turns the key of this 1982 Camaro Z28 Pace Car to start the 500, he won't want to worry about his battery.

He won't have to. The Camaro is equipped with a Delco Freedom II Battery, designed and built by the people who developed the first truly maintenance-free battery. In fact, Delco has built more than *50 million* never-add-water Freedom Batteries since 1970.

What can Freedom II mean for you? Freedom to start with confidence on a frosty January morn. Freedom to lead the way on a special Sunday in May.

Delco Freedom II. The leader of the pack.

The leader under the hood.

Delco Remy

Painting by David Lord

We proudly salute
Josele Garza,
winner of the 1981
American Fletcher Trophy
Indianapolis 500
Rookie of the Year

AMERICAN FLETCHER
NATIONAL BANK
AFNB

Indianapolis Motor Speedway Corporation

Mary Fendrich Hulman
Chairman of the Board

John R. Cooper
President and Chief Executive Officer

Mari H. George
Vice President

Albert W. Bloemker
Vice President

Joseph R. Cloutier
Treasurer

Howard Batman
Director

Tony Hulman George
Director

June K. Swango
Secretary

Peggy Swalls
Director, Ticket Operations

Charles E. Thompson
Superintendent

Charles W. Metzger
Controller

David L. Cassidy
Concessions Manager

Jack L. Martin
Director, Hall of Fame Museum and Special Events

Bill Donaldson
Program Director

Ron McQueeney
Director of Photography

Jack O'Neal
Safety Director

Russ Arnold
Director, Radio Network

CONTENTS

1982 INDIANAPOLIS 500® OFFICIAL PROGRAM

1983 Ticket Information	9	Indianapolis Motor Speedway ...a race course plus	68
Special Olympics	12	Bignotti—Tuned for 7th Victory	73
Welcome	16	"500" Veterans	79
65th "500"—One for the Record Books	20	Rookies	90
1982 Entry List	25	"500" Pace Cars	91
Lap Prize Donors	33	"500" Flashback	95
Cash—Merchandise Awards	37	Progress . . . One MPH at a Time	101
USAC Officials & Race Staff	39	Looking at Tomorrow . . . Today	106
500 Facts	40	Seven "500" Champions Among 1982 Entries	112
Foyt's Silver Celebration	52	"500" History	116
Greatest Spectacle in Sports	60		

For additional programs please send $4.00 plus $1.50 for postage and handling to:

500 Gift Shop
P.O. Box 24152
Speedway, IN 46224

Copyright 1982 by Indianapolis Motor Speedway Corporation. All rights reserved. Reproduction in whole or in part without written permission from the publisher is prohibited.

Cover and Program Design by Frederick Jungclaus, Designers Cover Photo by William Tobias

-on the cover-

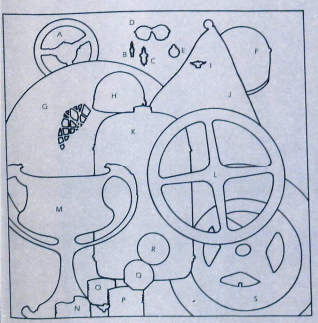


PHOTO IDENTIFICATION

A) Steering wheel from A.J. Foyt's 1967 Indianapolis 500 winning car.
B) Spark plug used in Indianapolis race cars from late 1960's through the 1970's.
C) Spark plug used in Indianapolis race cars from 1911 through the 1920's.
D) Glass goggles worn by Indianapolis drivers prior to World War II.
E) Stop watch from the 1950's.
F) Race helmet identical to Al Unser's in winning the 1978 Indianapolis 500.
G) "Gum Dipped" balloon tire from Louis Meyer's Miller car which won Indianapolis in 1928.
H) Race helmet worn by Cliff Bergere at Indianapolis in 1947.
I) Silver Credential badge from the Speedway in 1948.
J) Checkered flag carried by a recent Indianapolis 500 Pace Car.
K) Radiator shell from the 1928 Indianapolis winning car driven by Louis Meyer.
L) Steering wheel from the first Indianapolis 500 winner, the Marmon Wasp driven by Ray Harroun.
M) Winner's trophy from the 1919 Indianapolis 500 awarded to Howdy Wilcox.
N) Piston used in the roadster era at Indianapolis, the late 1950's to mid-1960's.
O) Piston from a modern day Cosworth engine.
P) Piston from the 1912 Fiat which finished 2nd at Indianapolis.
Q) Hub cap from one of the popular Duesenberg race cars which competed at Indianapolis from the early teen's through the mid-1930's.
R) Hub cap from a Stutz racer which competed at Indianapolis prior to 1920.
S) Wheel from Mark Donohue's 1972 Indianapolis 500 winner.

Many of the above items are on display year around at the Speedway's Hall of Fame Museum.

Sears Tire & Auto Centers

WE INSTALL CONFIDENCE

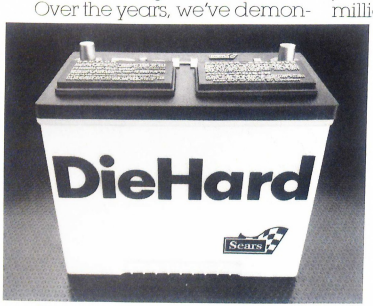
HERE'S WHY SO MANY PEOPLE ARE DIEHARD SEARS CUSTOMERS.

It only takes one thing to make someone a diehard Sears customer. A Sears DieHard® battery.

It's the battery that helps get them started, whether in bitter cold or in blazing heat.

Over the years, we've demonstrated the starting power and reserve capacity of the DieHard.

In 1972, we used one DieHard to start as many as five cars at the same time.



There's a Sears DieHard for your motorcycle, too. And your boat, your rec vehicle, your tractor—even your golf cart.

In 1973, we left cars out all afternoon in the broiling heat of the desert. When they had a DieHard under the hood, they started.

In 1975, we left a DieHard out on a frozen lake. Over three months later, when we tried the ignition, it started.

Starting power and reserve capacity make the DieHard America's #1 replacement battery.

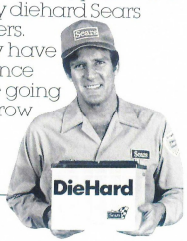
But that kind of power isn't just for demonstration. It's there millions of times every morning when people start their cars.

The DieHard starts under all kinds of conditions and in just about any kind of weather. It starts in Anchorage and in Death Valley.

It provides the kind of power and reserve capacity that has made the DieHard America's number one replacement battery.

And that's why there are so many diehard Sears customers.

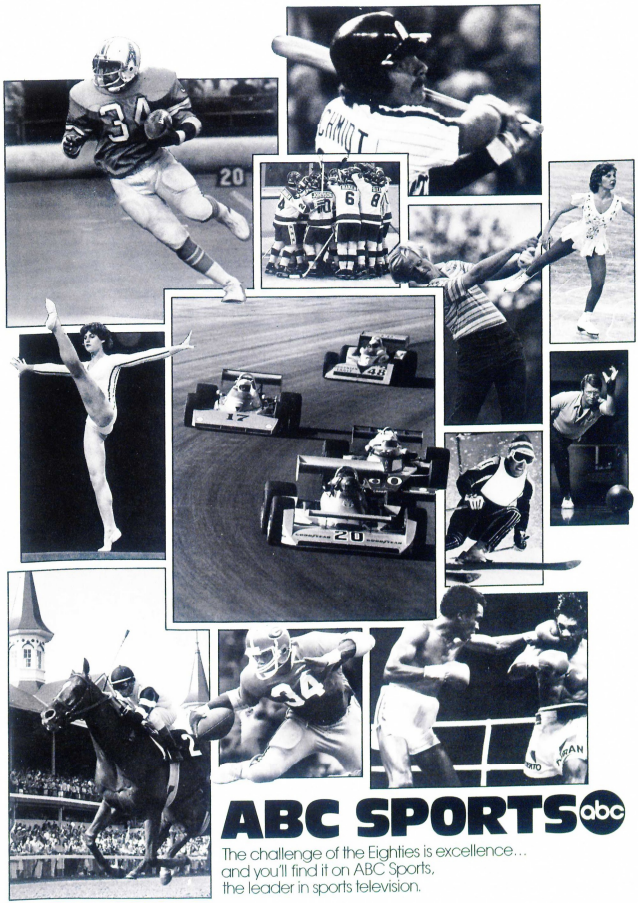
They have confidence their cars are going to start tomorrow morning.

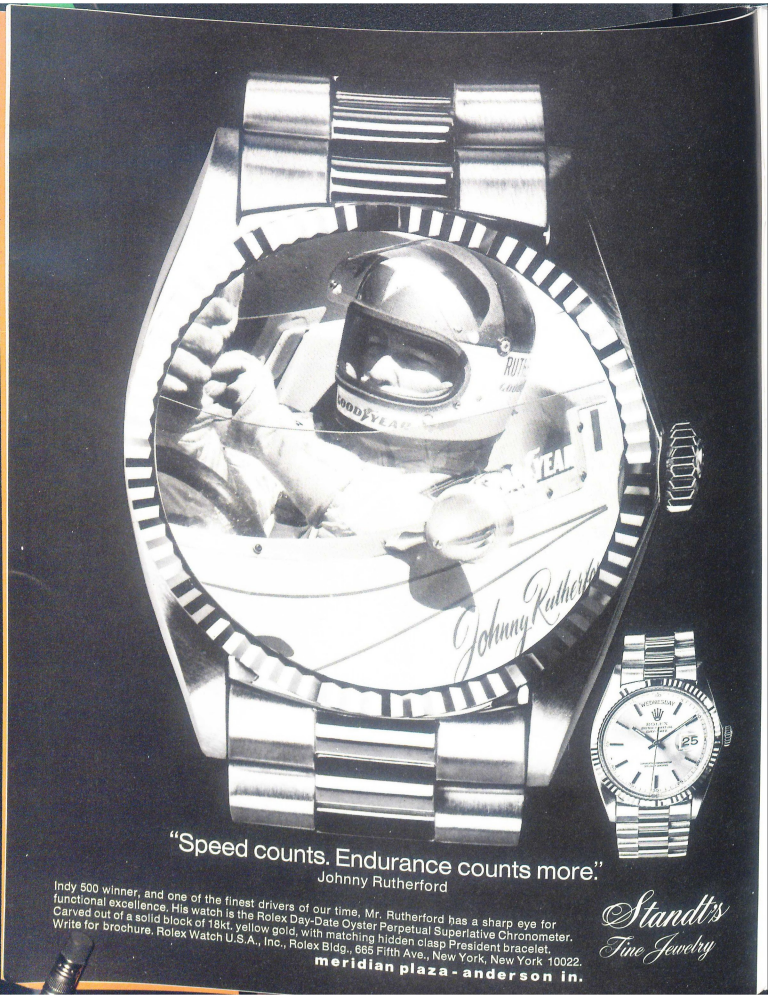


You can count on

Sears

© Sears, Roebuck and Co. 1982


ABC SPORTS
abc
The challenge of the Eighties is excellence...
and you'll find it on ABC Sports,
the leader in sports television.



"Speed counts. Endurance counts more."

Johnny Rutherford

Indy 500 winner, and one of the finest drivers of our time, Mr. Rutherford has a sharp eye for functional excellence. His watch is the Rolex Day-Date Oyster Perpetual Superlative Chronometer. Carved out of a solid block of 18kt. yellow gold, with matching hidden clasp President bracelet. Write for brochure. Rolex Watch U.S.A., Inc., Rolex Bldg., 665 Fifth Ave., New York, New York 10022.

meridian plaza - anderson in.

Standt's
Fine Jewelry

TO A BIG CAR, THIS IS A POTHOLE. TO A SMALL CAR, IT'S DISASTER.

KEEPING AMERICA'S ENERGY MOVING

At AMAX Coal, we're in the business of mining America's most abundant energy resource—coal. But that's not all. We're also working to make sure our coal keeps moving once it leaves our mines. Whether by river barge, by train or by truck, AMAX Coal transportation specialists help assure our coal reaches utility customers in the most efficient way possible. Coal to light homes, run cities and power this nation's industrial might.

At AMAX Coal, we're working hard to make America energy independent. And one way we're doing that is by helping keep America's energy moving.

CAN DO AMERICA.

AMAX COAL COMPANY

105 South Meridian Street, Indianapolis, Indiana 46225 An equal opportunity employer M/F/H

SD-38-3, No 29, of the Yankeetown Dock Corporation, Yankeetown, IN

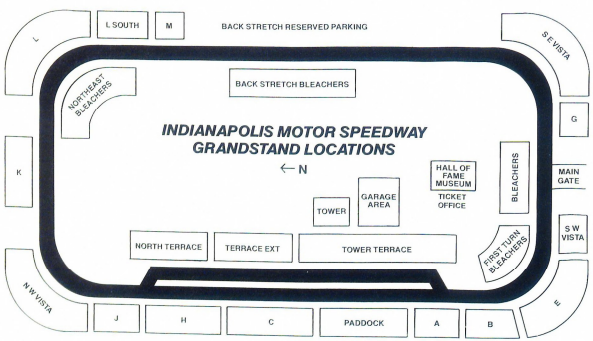
The following pages contain information on how to obtain tickets for next year's "500". For best selection race fans are urged to place their orders immediately following the 1982 "500".

How To Order Your 1983 Indianapolis 500 Reserved Seats

Speedway ticket policy is to provide current customers with their present seats the following year, if possible. Therefore, to retain that priority consideration, holders of tickets to the 1982 500 are urged to submit orders for 1983 prior to June 14. To maintain priority consideration, such orders must be in the same individual and/or firm name as those presently held.

Present ticket holders wishing to request a location change are urged to reorder for their present location together with an explanation of any requested change in the space provided on the Order Form.

We encourage persons not presently holding tickets to order immediately, as those requests will be filled in order of receipt. However, availability in Grandstands marked (*) is limited due to renewals, and new customers are urged to select other locations. Please indicate first, second and third choice, with the understanding that if the requested locations are not available we will substitute with the best comparably priced seats available.



Ticket orders must not be postmarked *BEFORE* May 30, 1982. They will be processed throughout the summer months. If your request can be accommodated tickets will be mailed no later than April 1, 1983. All orders must be accompanied by a cashier's check, certified check or money order made payable to the Indianapolis Motor Speedway and mailed to:

1983 TICKETS
Indianapolis Motor Speedway
P. O. Box 24152
Speedway, Indiana 46224

67th INDIANAPOLIS 500 MAY 30 1982

Reserved Seat Ticket Order Form

PLEASE CHECK ONE

1. ☐ This is a renewal request

2. ☐ This is a request for a location change

3. ☐ This is a new order

NOTE:

Please describe if you checked Box 2 above: _____

CHOICE 1,2,3	QUANTITY	LOCATION	PRICE PER SEAT
*		PADDOCK PENTHOUSE	Box Seats $75.00
		PADDOCK	Box Seats 40.00
*		TOWER TERRACE	Reserved Seats 40.00
		TERRACE EXTENSION	Reserved Seats 25.00
		NORTH TERRACE	Reserved Seats 20.00
		SOUTHEAST VISTA	Reserved Seats 30.00
		SOUTHWEST VISTA	Reserved Seats 30.00
		NORTHWEST VISTA	Reserved Seats 30.00
*		A STAND	Penthouse Box Seats . 75.00
*			Box Seats 40.00
*		B STAND	Penthouse Box Seats . 75.00
*			Box Seats 40.00
		C STAND	Reserved Seats 30.00
*		E STAND	Penthouse Box Seats . 75.00
*			Box Seats 40.00
		G STAND	Box Seats 40.00
			Reserved Seats 25.00
		H STAND	Reserved Seats 25.00
		J STAND	Reserved Seats 25.00
		K STAND	Reserved Seats 25.00
		L STAND	Reserved Seats 30.00
		L SOUTH	Reserved Seats 25.00
		M STAND	Reserved Seats 20.00
		RESERVED BLEACHERS	First Turn Bleachers ... 25.00
			Northeast Turn 15.00
			South Bleachers 15.00
			Back Stretch Bleachers 15.00
		RESERVED PARKING	Back Stretch Only 40.00
		Passenger Tickets sold only to Reserved Parking Space Holders	15.00

*AVAILABILITY LIMITED DUE TO RENEWALS

MAIL TO:

1983 TICKETS • Indianapolis Motor Speedway • P.O. Box 24152 • Speedway, Indiana 46224

NAME _____

STREET OR P. O. BOX _____

CITY _____ STATE _____ ZIP _____

DATE MAILED _____ AMOUNT ENCLOSED _____

FORM OF PAYMENT ___M.O. ___Cashier's Ck ___Cert. Ck

Check Here If You Wish Tickets Held For Counter Pick Up ☐

For Office Use Only

D R _____

Amt _____

D D _____

R _____

O _____

IMPORTANT

■ All orders must be accompanied by Cashier's Check, Certified Check or Money Order ■ Orders must not be postmarked BEFORE May 30, 1982 ■ Seat prices include General Admission to grounds ■ All ticket sales are final—no money refunded ■ Speedway reserves right to reject any ticket orders and refund all money paid on same ■ Speedway assumes no responsibility for tickets lost or stolen ■ Any person, regardless of age, must have a reserved seat ticket for admittance to seating areas ■ Infield parking restricted to passenger cars and trucks not exceeding a rating of one half ton ■ Coolers exceeding 14" in length will not be permitted in Grandstands

OLYMPICS BENEFIT

At the Indianapolis Motor Speedway, Sunday, May 23, 1982

SUPER SPONSORS

Coca-Cola, U.S.A.
Jug's Catering
Kroger Company, Central Marketing Area
Lilly Endowment, Inc.
Patrick Petroleum Corporation, Jackson, MI

GOLD MEDAL SPONSORSHIPS

Anonymous Contributor
Anonymous Contributor
Ben Hur Construction Company, Inc.
Chevrolet Motor Division
Donald E. Gilman
Goodyear Tire & Rubber Company
Haley Brothers Construction Corporation, Terre Haute, IN
Mrs. Anton Hulman, Jr.
Indiana Gas & Chemical Corporation
The Indiana National Bank
Indianapolis Motor Speedway Corporation
Logo 7, Inc.
Mr. & Mrs. John W. Mecom, Jr., Houston, TX
MEIS Stores-Terre Haute, Anderson & Marion
Merchants National Bank & Trust Company
Moran Electric Service, Inc.
Princeton Farms Popcorn, Princeton, IN
Silhouette National Health Spas
Terre Haute First National Bank
United Parcel Service, Inc.

SILVER MEDAL SPONSORSHIPS

American Fletcher National Bank
Buick Motor Division
Burger Chef of Indianapolis
Champion Spark Plug Company
"500" Festival Associates, Inc.
A. J. Foyt Chevrolet, Inc., Houston, TX
Gilmore/Foyt Racing Team, Kalamazoo, MI
Gohr Distributing Company, Inc., Buffalo, NY
Guyton Paint Products, Inc.
Hinchman Racing Uniforms
Hulman & Company, Terre Haute, IN
Indiana State Bank of Terre Haute
Ingersoll-Rand Air Starters
Interlake, Inc., Chicago, IL
The Merchants of Lafayette Square Mall
Marathon Oil Company
Jerry & Pat Manley, Lark Commercial Painting, Inc., Terre Haute, IN
Michigan International Speedway, Brooklyn, MI
National Ice & Coal Company, Inc.
Nehi-Royal Crown Cola Company
Norton Company, Worcester, MA
The Hollie and Anna Oakley Foundation, Terre Haute, IN
Pennzoil Company
Ragle and Company, Inc., Terre Haute, IN
Mr. & Mrs. Chapman S. Root, Daytona Beach, FL
Melvin Simon & Associates
Stokely-Van Camp, Inc.
Valvoline Oil Company
Western Electric-Pioneers Shadeland Chapter #77

BRONZE MEDAL SPONSORSHIPS

All-Tran Transmission Service, Inc., Terre Haute, IN • Allen Dairy Products, Inc., Fort Wayne, IN • Aluminum, Brick & Clay Workers Local 103, Rosedale, IN • Anacomp, Inc. • Anonymous Contributor • John C. Appel, Gregory & Appel, Inc. • Tom Binford • Borg-Warner Corporation • Robert W. Brink Sausage Company • Britt Airways, Inc. • Broadcast Communications, Inc., Noblesville, IN • CF Industries, Inc., Terre Haute Nitrogen Complex • CARQUEST Distributor Office • Central Publishing Company, Inc. • Classic Art Engraving, A Data Pro Company • Dollie Cole, Bloomfield Hills, MI • Colonial Baking Company • Conrad & Hafsten • Cornelius Printing Company • James J. Curtis • Diehard Racing Service-Sears, Roebuck and Company • E-W Mold & Tool Company, Inc. • Eldred Company, Inc., Terre Haute, IN • Fink Roberts & Petrie, Inc. (Consulting Engineers) • Mike & Annie Folsom • GMC Truck & Coach Division • General Motels Corporation • George The T-Shirt Man, Inc., St. Louis, MO • Mr. & Mrs. Max Gibson, Terre Haute, IN • Gould, Inc. • J. D. Gould Company, Inc. • Guarantee Auto Stores, Inc. • Ted Halibrand, Torrance, CA • Val F. Reich, III, Inc.-Holmes Wreckers • IBM Corporation • Indiana Bell Telephone Company • Indianapolis Raceway Park (A Division of NHRA) • Jasper Engine & Transmission Exchange, Jasper, IN • MAB Paints, Inc., Terre Haute, IN • Magnavox Government and Industrial Electronics Employees Humanity Fund, Fort Wayne, IN • Manpower Temporary Services • The H. T. Mead Foundation, Dayton, OH • Mechanics Laundry & Supply, Inc. • Mike's Motor Company, Inc., Clinton, IN • Indianapolis Morris Plan • The Morris Plan Company of Terre Haute • J. C. Penney Company, Inc., Terre Haute, IN • Pfizer, Inc. • The Pillsbury/Green Giant Company, Lafayette, IN • Piping Industry Fund-Plumbers & Fitters #157 & W/M.C.A., Inc. • Ponderosa Steak Houses of Terre Haute • Raceway Service Company • Jim Rathmann Chevrolet-Cadillac, Inc., Melbourne, FL • Roots Department Store, Honey Creek Square, Terre Haute, IN • STP Corporation • Sears, Roebuck and Company, Indianapolis Stores • Sears, Roebuck and Company, Terre Haute, IN • Simpson Safety & Simpson Sports • W. A. Streeter Insurance, Inc., Terre Haute, IN • Sun Refining and Marketing Company, Philadelphia, PA • Superior Oil Company, Inc. • Supreme Heating & Air Conditioning Company, Inc., Terre Haute, IN • Compliments of True Value Hardware Stores • United States Auto Club • UNO-International Games, Inc. • Valley Federal Savings & Loan, Terre Haute, IN • Vigo Liquor Distributors, Inc., Terre Haute, IN • WTHI AM-FM-TV, Terre Haute, IN • Walker Electric Company, Inc., Terre Haute, IN • Woolco Department Stores, Terre Haute, IN • Yellow Cab, Inc. • F.C. Tucker Company, Inc., • Anonymous Contributor • Lacy Diversified Industries, Inc. • Indianapolis Power & Light Company

COMMITTEE

"Save Arnold" Committee • Honorary Chairpersons: Jug Eckert, Ted Engel • Honorary Advisory Committee: J. C. Agajanian, Mario Andretti, Gary Bettenhausen, George Bignotti, Jan F. Binford, Police Chief William Burgan, Pancho Carter, Alex Clark, Dollie Cole, Larry Conrad, John P. Cooper, Lee Corso, Mike Devin, Carl Erskine, A. J. Foyt, Jr., Josele Garza, James S. Gilmore, Jr., Phil Harris, Kenneth & Josephine Hauck, Mrs. Ray Hawkins, The Honorable William H. Hudnut, III, Mel Kenyon, J. C. Kincaid, Sheldon & Suzie Kinser, Bob Knight, Bobby Leonard, Chief Joseph G. McAtee, Rick Mears, H. Leo Mehl, Arza Mitchell, Rodger R. Nelson, Johnny Parsons, Jr, U. E. "Pat" Patrick, Richard "Digger" Phelps, Tim Richmond, Johnny & Betty Rutherford, Joe Saldana, Chris Schenkel, Superintendent John T. Shettle, Dick Simon, Gordon Smiley, Tom Sneva, George Snider, Jack O. Stamper, Linda Vaughn, Sheriff Jim Wells • Working Committee: Mari Hulman George/Chairperson, Jack L. Martin/Vice Chairperson, Gloria Novotney/Secretary, Dennis Schmidt/Treasurer & Chairperson of Special Events • Promotion & Publicity: Dave Overpeck/Co-Chairperson, Jack S. Peck/Co-Chairperson, Russ Arnold, Al Bloemker, Bob Forbes, Robert G. Turpin • Special Arrangements: Charles E. Thompson/Chairperson, Linda Fosnight • Special Events: Dave Cassidy, Brad Craig, Frances Dent, Don Fortz, Tony George, Robert H. Lawson, Jack O'Neal, Dan Smith, June Swango, Dan te Grotenhuis, George "The T Shirt Man" Thornton, Bruce Walkup • Tickets & Sponsors: Guy T. Connelly/Chairperson, John C. Appel, Georgia Buchanan, Rosalie Felton, Kenneth E. Friedkin, Louis J. Herring, Karen Hovde, Robert J. Miller, H. Jerome Noel, Jr., John A. Smith, Peggy Swalls, Judge Gerald S. Zore.

As 1981 Honorary Chairperson of the Indiana Special Olympics, Mari Hulman George has again volunteered to organize the second annual charity barbecue at the Indianapolis Motor Speedway and offered the George's pet pig Arnold as the main entree. Those who were fond of the pig organized the Save Arnold Committee to spare Arnold from the ordeal. Through the Committee's valiant efforts, Arnold has again been spared, thanks to Arnold's generous contributors.

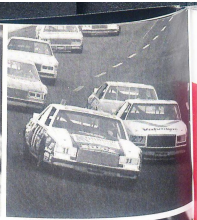
Over $68,000 was raised to directly benefit the Indiana Special Olympics. The day at the Speedway on Arnold's behalf was a tremendous success. For those who attended the festivities, the highlight of the day was the Special Olympic Exhibition involving Special Olympians and racing personalities.

You can help by joining the campaign to Save Arnold. All proceeds from the campaign go directly to the Indiana Special Olympics which benefits more than 16,000 mentally handicapped individuals.

Tickets are available at the Speedway ticket office, Speedway Motel, or by mail: "Arnold" c/o Indianapolis Motor Speedway, P.O. Box 24152, Speedway, Indiana 46224.

Sponsor breakdown:
"Arnold" SUPER SPONSORS
$1,000 GOLD MEDAL SPONSORS
$500 SILVER MEDAL SPONSORS
$250 BRONZE MEDAL SPONSORS

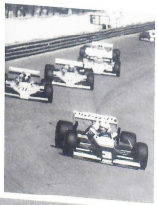
INDIANA SPECIAL OLYMPICS 'ARNOLD' COMMITTEE

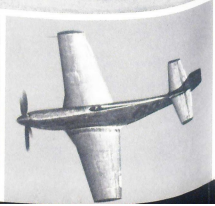


Nobody puts more performance in a spark plug than Champion.

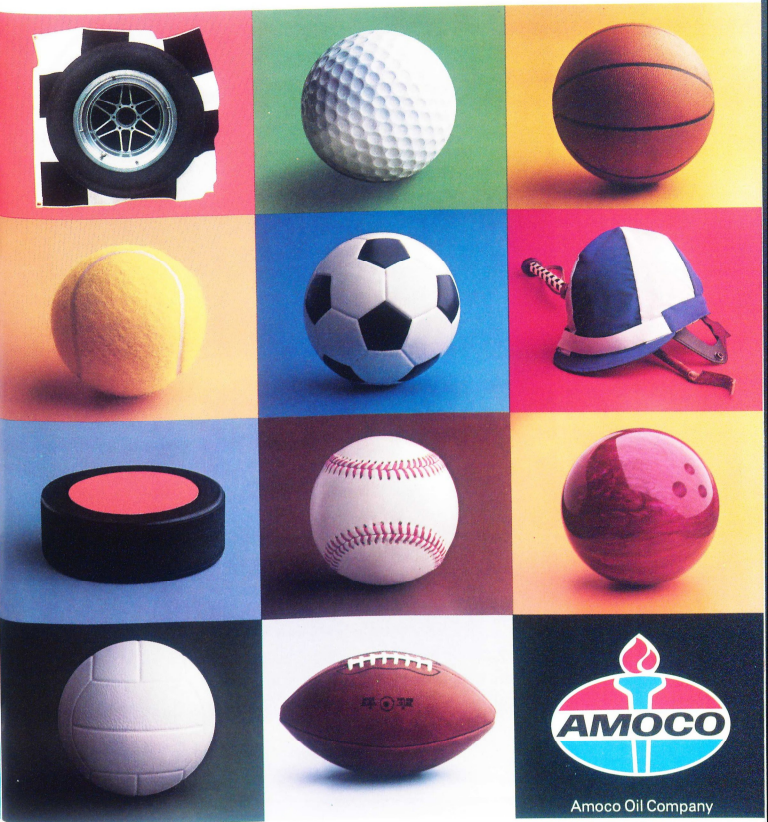
CHAMPION WINS THE WORLD OVER

Champion Spark Plug Company • Toledo, OH 43661





In every sport, you expect more from a leader.



It's true in gasoline, too.
Try Amoco's problem-solving gasolines.

Good Morning

WELCOME TO THE GREATEST SPECTACLE IN SPORTS.

Today you are part of the world's largest gathering of spectators as the countdown proceeds to the start of the Indianapolis 500.

5:00 A.M. E.S.T.
Military bomb signaling opening of gates.

8:00 A.M.
Spectacle of Bands, race cars positioned in front of respective pits.

9:45 A.M.
Cars placed in starting positions as Purdue University Band plays "On the Banks of the Wabash."

10:00 A.M.
Featured events, presentations and introductions.

10:34 A.M.
Chief Steward makes final track inspection in Chevrolet Camaro Z-28 Pace Car.

10:44 A.M.
National Anthem; Purdue University Band.

10:47 A.M.
Invocation.

10:48 A.M.
"Taps"; combined U.S. Armed Forces Color Guard pays homage on this Memorial Day weekend to our war veterans.

Borg-Warner Trophy presented to winner upon conclusion of the race, followed by winner's interview over public address system.

10:50 A.M.
"Back Home Again in Indiana," with traditional balloon spectacle.

10:53 A.M.
"Gentlemen, start your engines."

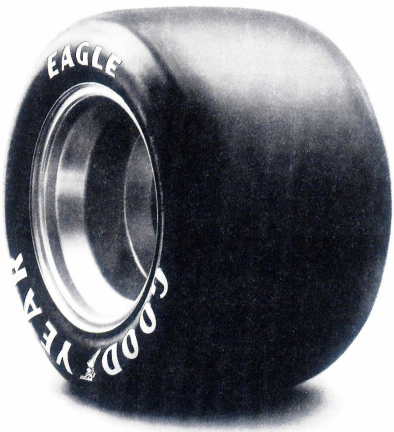
10:54 A.M.
Chevrolet Camaro Z-28 Pace Car, driven by 1960 "500" winner Jim Rathmann, leads 33 starters on parade and pace laps.

11:00 A.M.
Start of 66th Indianapolis 500.

Photo by Tracy Talley

BIRDS OF

GOODYEAR RACING EAGLE



"Racing improves the breed" is a pit-row truism that's older than Nuvolari or Barney Oldfield. Three great examples of that great truth are the Goodyear Eagles for the street, the performance tires with real race breeding.

Because what we learn on all the race tracks of the world, we use in building the Eagle ST, GT and NCT.

And we learn a lot. Goodyear races more often than any other tire manufacturer. And we win more often.

Since 1971 alone, Goodyear race tires have won over 2,000 international events, including the biggest prizes in the racing world.

We've won in NASCAR, NHRA, IMSA GT, SCCA Can-Am, Trans Am, Formula One. The past ten Indianapolis 500's. And more.

In sheer race experience, nothing flies like the Eagles.

TAMED FOR THE STREET. BUT FAR FROM TAME.

Race breeding for street tires comes

GOOD

QUALITY AND

A FEATHER.

GOODYEAR STREET EAGLES

EAGLE ST

EAGLE GT

EAGLE NCT

naturally to the world's leading racer. Our Eagle street radials even look like they're ready to fly.

All three have an aggressive low-profile stance and a tread pattern derived straight from the track. On our Eagle NCT and GT, the tread pattern was inspired by our Formula One racing rain tire. On Eagle ST, the tread is a direct descendant of our two-time IMSA RS Champion tire.

All three Eagles are designed to deliver precise handling, cat-quick steering response and tenacious traction in both wet and dry.

And our Eagle radials are available in a wide selection of sizes. Which means there's an Eagle radial that can give your car the race-bred performance that's made Goodyear a winner all around the world.

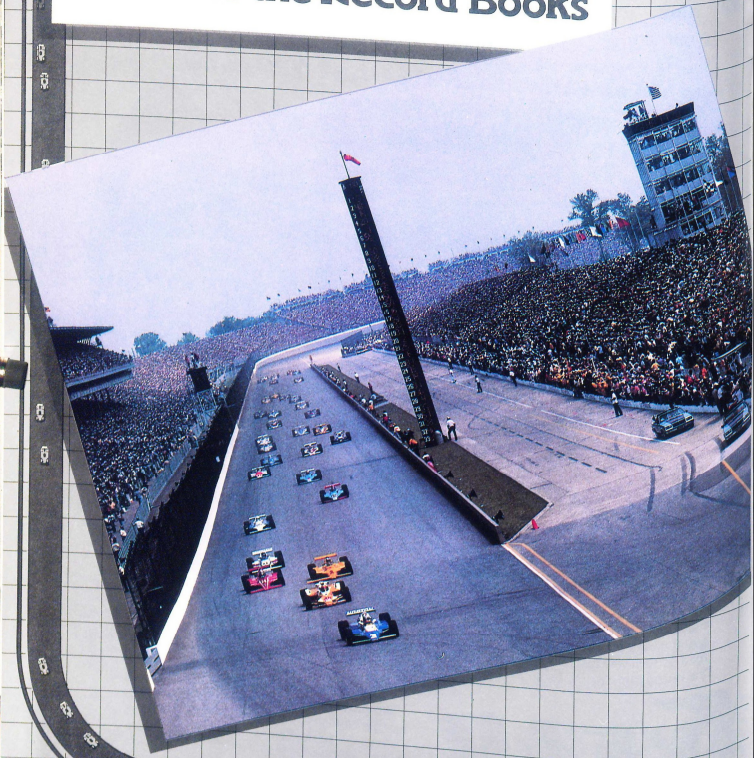
On the track or on the street, nothing flies like the Eagles.

Available in the Eagles' Nest at your Goodyear Dealer or Store.

GOODYEAR
INNOVATION

COME UP TO GOODYEAR
GOODYEAR
QUALITY & INNOVATION

The 65th "500" ...One for the Record Books



Some called it the longest 500. Others called it the most controversial. But almost everyone called it one of the greatest.

Controversy has been a part of the action at the venerable racing plant on frequent occasions in recent years and 1981 was no exception. But what the competition was superb—some of the best ever, from practice to qualifications to the big race itself.

The "greatest spectacle in racing" still is exactly that, and the outcome as unpredictable as ever.

Facts and figures don't always tell the whole story. So last year's race that made Bobby Unser the sixth three-time winner was the slowest in two decades (139.084). But what about the countless wheel-to-wheel duels all around the famous 2-1/2 mile oval? How about the 24 lead changes during the race? How about Unser's victory over Mario Andretti's second-place car by some five seconds for the second closest finish in the 65-year history of the race?

And then the long wait ... was Bobby U. indeed going to keep his third Indy 500 winner's ring, or would Andretti go into the record books as the champion after a series of appeals and hearings in compliance with the procedures established by the United States Auto Club as the sanctioning body?

On the race track, though, the 1981 classic belonged to Bobby Unser, who, at 47, believed he was smarter than 20 years ago and had learned to pace himself.

Adding to that, he was a member of the well-organized Roger Penske stable, the guys ready to race from the moment they pulled their machines out of the box. That made it a rare combination, one that's hard to beat.

May, 1981, at the Indianapolis Motor Speedway held great expectations. There were a record 105 entries. There were a lot of new faces, among them Mexico City's handsome and talented Josele Garza. There was Australia's Vern Schuppan, a hard-luck chauffeur at the Speedway back for another crack at the rich purse.

And there were the Foyts, Andrettis, Unsers, Johncocks and Rutherfords, drivers who, by their reputations alone, are expected to be among the perennial leaders.

And Bobby U., in his classy Norton Spirit Penske PC-9B, grabbed the pole for the second time and a front row spot for a record ninth time at Indy. That he wasn't the fastest qualifier overall didn't perturb Rapid Robert. That honor went to Tom Sneva, the erstwhile school teacher from the Pacific Northwest. Still, those two were the only qualifiers at better than 200 miles per hour.

Sneva had to settle for 20th starting position because his spanking-new March from the new Bignotti-Cotter Racing Team arrived at the track too late to be eligible to shoot for the pole.

Despite the fact the second day of the trials was washed out, 61 cars made 90 qualifying attempts. Twelve were bumped, including 10 on the final day, and 10 rookies made the lineup.

On race day, 70 of the 200 laps were run under the yellow caution flag because of accidents or other hazardous conditions on the track. Those yellows ate up one hour and 42 minutes in which the field had to bunch up behind the pace car at reduced speed. But when the green fell, they were racing for all it was worth.

Bobby U. led eight times. He took the final lead on the 182nd lap from Johncock, whose car finally conked out six laps from the finish.

On the race track, Bobby U. led 89 laps, or nearly half the race. Andretti, who started next to last because his car was qualified by Wally Dallenbach in Mario's absence to fulfill a Grand Prix commitment in Europe, also was among the nine leaders during the day.

But when Gordy slowed down, the race was Bobby U.'s to win or lose. Despite the close finish, he wasn't to be denied.

The total purse of more than $1.6 million was another record. It was the 12th straight year that it surpassed the magic $1 million mark.

Only the first two cars actually went the full distance of 500 miles. Schuppan, who finished third, went 199 laps. Just the year before he was one of the most frustrated drivers at the famous track. He never made an official qualifying attempt and thought of retiring.

A pair of rookies, Kevin Cogan and Geoff Brabham, son of the legendary

Bobby leads Andretti in 1981 "500"

Disciplined design. Painstaking preparation. Testing and re-testing. Driving skill. It all comes together on race day.

Norton sponsorship of the Norton Spirit Penske PC-10 and the Penske Racing Team marks our 10th year of Indy car racing. The PC-10 was built in the Penske tradition of precision engineering and competitiveness. It is designed with fiberglass mouldings over an aluminum monocoque chassis and is powered by a turbo-charged Cosworth Ford DFX engine.

Success has been an important part of Norton's long association with the Penske organization. The Norton Spirit has been driven to two national driving championships, an Indianapolis 500 victory and has the distinction of being the first car, officially, to break the 200 mph barrier at Indy.

Planning, preparation, foresight have made the Norton Spirit a leader on the track. These same qualities make Norton a balanced, diversified, global company. A leader by design.

At operations throughout the United States and in 27 other countries, Norton employs over 24,500 people. The company designs and manufactures a diversified line of products for industrial productivity, energy exploration and conservation, and for health and safety. Norton Company, World Headquarters: Worcester, MA 01606.

NORTON

Johncock was leading race on lap 181.

Jack Brabham, rounded out the top five. Garza, who started sixth, won "Rookie of the Year" honors.

Fourteen cars were running at the finish and Unser, the oldest Indy champion of them all and also winner in 1968 and 1975, figured he could have run another 500 in the same machine and be competitive.

"There never was any doubt about my car," he exclaimed. "We came here ready to race. The work we did over the winter paid off."

And then it came. It hit like a bolt of lightning. The official finish posted the next morning by the United States Auto Club had Bobby U. in second place and Andretti the winner.

Unser was penalized a lap for passing a string of cars under the yellow light on his 150th tour around the oval.

The Penske team, Unser included, quickly protested and appealed . . . a process that continued for months.

It was Thursday, Oct. 8, when a special USAC appeals board reversed the 1-2 finish in favor of Bobby U., saying the delayed penalty was too severe.

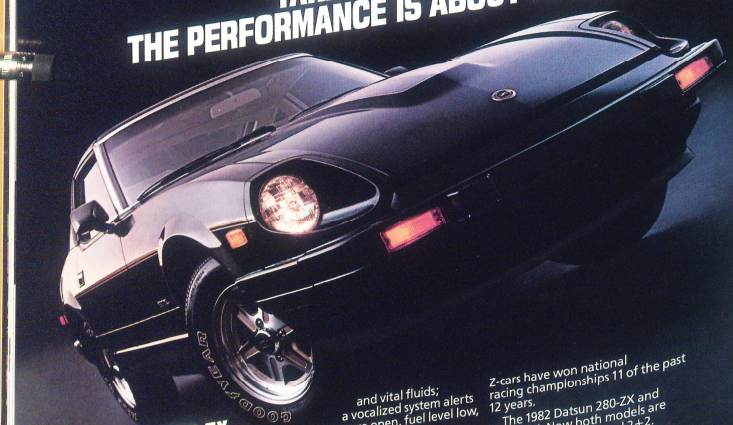
Mike Mosley in the stock-block powered Eagle.

And so ended the merry month of May—slightly delayed.

What will they do for an encore? Hard telling, but we'll soon find out. The greatest spectacle in racing? You bet. It's also the most unpredictable.

1981 "Rookie of the Year" Josele Garza.

TAKE YOUR SEAT. THE PERFORMANCE IS ABOUT TO BEGIN.



DATSUN 280-ZX.

Slip into something comfortable: a multi-adjustable bucket seat you fine-tune to the perfect driving position.

A quick systems checkout assures you all is in readiness: computer sensors report on lights and vital fluids; a vocalized system alerts you if doors are open, fuel level low, parking brake on.

Remote-control mirrors? Check. Four-speaker stereo/cassette? Check. Power windows? Check.

Now, unleash the fuel-injected, computer-controlled powerplant. As energy surges effortlessly, a tingle travels down your spine. No wonder Z-cars have won national racing championships 11 of the past 12 years.

The 1982 Datsun 280-ZX and Turbo-ZX. Now both models are available in 2-seater and 2+2.

Come and see the four newest faces of "awesome."

DATSUN
WE ARE DRIVEN

©1982 NMC-USA

Product of NISSAN

1982 ENTRY LIST

Car No.	Driver	Car Name	Entrant	Chassis/Engine
1	Rick Mears	The Gould Charge Penske PC-10	Penske Cars, Ltd.	Penske PC-10/Cosworth
1T			Penske Cars, Ltd.	Penske PC-10/Cosworth
2	Bill Alsup	A. B. Dick Pacemaker	Alsup Racing	Penske/Cosworth
2T		A. B. Dick Pacemaker	Alsup Racing	Penske/Cosworth
3	Pancho Carter	Alex Foods Special	Alex Morales Co., Inc.	March/Cosworth
3T		Alex Foods Special	Alex Morales Co., Inc.	March/Cosworth
4	Kevin Cogan	Norton Spirit Penske PC-10	Penske Cars, Ltd.	Penske PC-10/Cosworth
4T			Penske Cars, Ltd.	Penske PC-10/Cosworth
5	Johnny Rutherford	Pennzoil Chaparral	Chaparral Racing, Ltd.	Chaparral/Cosworth
5T	Johnny Rutherford	Pennzoil Chaparral	Chaparral Racing, Ltd.	Chaparral/Cosworth
5TT		Pennzoil Chaparral	Chaparral Racing, Ltd.	Chaparral/Cosworth
7	Tom Sneva	Texaco Star	Bignotti-Cotter, Inc.	March 82C/Cosworth
7T			Bignotti-Cotter, Inc.	March 81C/Cosworth
8	Gary Bettenhausen		Lindsey Hopkins	Lightning/Cosworth
10	Al Unser		Longhorn Racing, Inc.	Longhorn LR-03/Cosworth
10T	Al Unser		Longhorn Racing, Inc.	Longhorn LR-03/Cosworth
11	Bill Vukovich	Hubler/G95 Special	Harry H. Schwartz	Rattlesnake/Cosworth
12	Chip Ganassi	First Commercial Corporation Special	Rhoades Racing, Inc.	Wildcat/Cosworth
14	A. J. Foyt, Jr.	Valvoline-Gilmore	A. J. Foyt Enterprise	March/Cosworth
16	Tony Bettenhausen	Provimi Veal	H & R Racing, Inc.	March 82C/Cosworth
16T	Tony Bettenhausen	Provimi Veal	H & R Racing, Inc.	Phoenix/Cosworth
17	Rusty Schmidt		Vollstedt Enterprises, Inc.	Vollstedt/Drake Offy
18	Dick Ferguson	Kraco Car Stereo Special	Kraco Enterprises, Inc.	PC-9B/Cosworth
18T		Kraco Car Stereo Special	Kraco Enterprises, Inc.	PC-9B/Cosworth
19	Bobby Rahal	Red Roof Inns March	Truesports Co.	March 82C/Cosworth
19T	Bobby Rahal	Red Roof Inns March	Truesports Co.	March 82C/Cosworth
20	Gordon Johncock	STP Oil Treatment Special	STP Patrick Racing Team	Wildcat 8B/Cosworth
20T			STP Patrick Racing Team	Wildcat 8B/Cosworth
21	Geoff Brabham	Pentax Super	Bignotti-Cotter, Inc.	March 82C/Cosworth
22	Dick Simon	Vermont American	Leader Cards, Inc.	Watson/Cosworth
22T			Leader Cards, Inc.	Watson/Drake Offy
24	Rich Vogler	Vermont American	Leader Cards, Inc.	Watson/Cosworth

ENTRY LIST

Car No.	Driver	Car Name	Entrant	Chassis/Engine
25	Danny Ongais	Interscope Racing	Interscope Racing Corp.	Interscope/Cosworth
25T	Danny Ongais	Interscope Racing	Interscope Racing Corp.	Interscope/Cosworth
25TT	Danny Ongais	Interscope Racing	Interscope Racing Corp.	Interscope/Cosworth
27	Jerry Sneva		Vollstedt Enterprises, Inc.	March-Vollstedt/Drake Offy
28	Herm Johnson	Menard Cashway Lumber Special	Menard Championship Racing, Inc.	Eagle/Chevy V-8*
28T	Herm Johnson	Menard Cashway Lumber	Menard Championship Racing, Inc.	Eagle/Chevy V-8
29	Bobby Olivero	Hodgdon Racing	National Engineering Company/ Warner Hodgdon Racing	Penske PC-7/Cosworth
30	Howdy Holmes	Domino's Pizza/Team Shierson	Douglas Shierson Racing, Inc.	March/Cosworth
30T	Howdy Holmes	Domino's Pizza/Team Shierson	Douglas Shierson Racing, Inc.	March/Cosworth
31	Roger Mears	Machinists Union Racing Team	International Association of Machinists and Aerospace Workers	Penske PC-9B/Cosworth
32	Jerry Karl	Purcell Racer	Purcell Racing, Inc.	Purcell/Chevy V-8*
33	Desire Wilson	Theodore Racing	Theodore Racing	Eagle/Cosworth
34	Hurley Haywood	Wysard Racing Team	Wysard Motor Company, Inc.	March/Cosworth
34T	Hurley Haywood	Wysard Racing Team	Wysard Motor Company, Inc.	Eagle/Cosworth
35	Gordon Smiley	Intermedics Innovator	Robert L. Fletcher	March/Cosworth
35T	Gordon Smiley	Intermedics Innovator	Robert L. Fletcher	March/Cosworth
36	Pat Bedard	Escort Radar Detector Special	Brayton Engineering	Wildcat VIII/Cosworth
37	Scott Brayton	Brayton Racing	Brayton Engineering	Penske PC-7/Cosworth
38	Phillip Caliva			McLaren-Lightning/Chevy V-8*
39	Chet Fillip	Circle Bar Truck Corral Wildcat	CHC-Intersec Racing Team	Wildcat 88/Cosworth
39T	Chet Fillip	Circle Bar Truck Corral Eagle	Circle Bar Auto Racing, Inc.	Eagle/Cosworth
40	Mario Andretti		Circle Bar Auto Racing, Inc.	Wildcat 88/Cosworth
42	Jim Hickman	Rattlesnake Racing Special II	STP-Patrick Racing Team, Inc.	March 82C/Cosworth
43	Greg Leffler	Armstrong Mould, Inc.	Harry H. Schwartz	S.E.A.-1/Cosworth
44	Sheldon Kinser	Armstrong Mould, Inc.	AMI Racing Division, Inc.	S.E.A.-1/Cosworth
45		Armstrong Mould, Inc.	AMI Racing Division, Inc.	Lola/Chevy V-6
46	Leroy Van Conett	McCray Racing	AMI Racing Division, Inc.	Penske PC-7/Cosworth
47	Lee Kunzman	Jamieson Racing Team	Joel F. McCray	Penske PC-7/Cosworth
48	Mike Mosley	All American Racers Eagle	Jamieson Racing, Inc.	Eagle/Chevy V-8*
48T	Mike Mosley	All American Racers Eagle	All American Racers, Inc.	Eagle/Chevy V-8*
49	Chip Mead	Jamieson Racing Team	All American Racers, Inc.	Eagle/Cosworth
50	Bobby Unser	Schlitz Gusto	Jamieson Racing, Inc.	March/Cosworth
52	Hector Rebaque	Carta Blanca	Garza Racing	March/Cosworth
53	Danny Sullivan	Forsythe-Brown Racing	Forsythe Racing, Inc.	March/Cosworth
55	Josele Garza	Schlitz Gusto	Forsythe Racing, Inc.	March/Cosworth
56	Tom Bigelow	Genesee Beer Wagon	Garza Racing	March/Cosworth
57	Salt Walther		Gohr Distributing Co., Inc.	PC-7/Chevy V-8*
58	Joe Saldana	Genesee Beer Wagon	Des Cognets Nicholas Andrews— Racing Division	Phoenix/Cosworth
			Gohr Distributor Co., Inc.	PC-7/Chevy V-8*

When some of the great names of today
were still some of the great ideas of yesterday,
Merchants Bank was there to help them grow.

Eli Lilly and Company. Stokely Van Camp. L.S. Ayres & Company.
From medicine to market. From groceries to glamour. Merchants Bank
can help you establish your good name with money and money ideas.
Call us at 317/267-7914.
Merchants Means Business

Merchants National Bank
Indianapolis, Indiana

SETTING A BOLD NEW PACE.

A.B. Dick Company is "setting a bold new pace," both on the 1982 Indy-car circuit with the A.B. Dick Pacemaker and in business with an impressive lineup of inflation-fighting office systems and printing equipment.

On the race circuit, the A.B. Dick Pacemaker Indy-car and champion driver Bill Alsup are recognized as strong and dependable performers. In 1981, their consistently high performances earned them the Number 2 ranking in the CART/PPG Indy-Car World Series.

In the office, A.B. Dick's lineup of "user-friendly" word processors, copiers, offset duplicators and microfiche information processing systems is "setting a bold new pace" in increasing office productivity and reducing frustration. The same type of quality engineering, reliability and durability that goes into creating a sleek Indy-car is built into every piece of A.B. Dick equipment. See for yourself with a high-performance demonstration at your local A.B. Dick products center.

You are always in the "Winner's Circle" with A.B. Dick.

ABDICK

We're putting frustration out of business.

ENTRY LIST

Car No.	Driver	Car Name	Entrant	Chassis/Engine
59	Billy Engelhart	Beaudoin Racing	Beaudoin Racing, Inc.	McLaren/Cosworth
60		STP Oil Treatment Special	STP-Patrick Racing Team, Inc.	Wildcat BB/Cosworth
61	Tim Richmond	Mach I Racing	Mach I Racing	Penske PC-7/Cosworth
62	Tim Richmond	Mach I Racing	Mach I Racing	Penske PC-7/Cosworth
63	Ken Hamilton	Eagle Aircraft Flyer	Ken Hamilton	DW2/Chevy V-8*
64		Jet Engineering Eagle	Jet Engineering, Inc.	Eagle/Chevy V-8*
66	Pete Halsmer	Colonial Bread, Payless Markets, Arciero Eagle	Arciero Racing	Eagle/Chevy V-8
67	Teddy Pilette		Mergard's 20th Century Enterprises, Inc.	McLaren M-24/Chevy V-8*
67T	Teddy Pilette		Mergard's 20th Century Enterprises, Inc.	Penske PC-7/Cosworth
68	Michael Chandler	Freeman/Gurney Eagle	Bill Freeman Racing, Inc.	Eagle/Chevy V-8
69			Hoffman Auto Racing	March/Cosworth
70			Longhorn Racing, Inc.	Longhorn LR-02B/Cosworth
70T			Longhorn Racing, Inc.	Longhorn LR-03/Cosworth
71	Dean Vetrock	Vetco Racing/Larrie Ervin	Vetco Machine, Inc.	Lightning/Chevy V-8*
72	Roger Rager	Indiana Coal Special	Rhoades Racing, Inc.	Wildcat/Cosworth
73	Ray Lipper	Center Line	Center Line Racing Wheels	Eagle/Chevy V-8*
74	Neil Bonnett	Hodgdon Racing	National Engineering Company/ Warner Hodgdon Racing	McLaren/Cosworth
75	Dennis Firestone	B.C.V. Racing	B.C.V. Racing, Inc.	Eagle/Milodon V-8*
77	Tom Frantz	Burger King "Phantom"	Frantz Racing	"Phantom"/Chevy V-8*
78	Larry Rice		Lindsey Hopkins	Lightning/Cosworth
79	Bob Harkey	C. & H. Racing, Inc.	C. & H. Racing, Inc.	Parnelli/Cosworth
80	Tom Gloy	Machinists Union Racing Team	International Association of Machinists and Aerospace Workers	Penske PC-7/Cosworth
82	Sammy Swindell	Jet Engineering Eagle	Jet Engineering, Inc.	Eagle/Chevy V-8
83			Vern Schuppan, Inc.	March/Cosworth
84	George Snider	Valvoline-Gilmore	A.J. Foyt Enterprise	March/Cosworth
86	Al Loquasto	Empress Traveler Eagle	George T. Smith	Eagle/Drake Offy
87	Tom Grunnah	Larlin Racing	Larry W. Beadling	Penske PC-9/Cosworth
88	Billy Scott	Frito-Lay/Timberwood Racer	Timberwood Racers	Lightning/Donovan V-8*
89	Phil Krueger		Joe Hunt	Hunt-Penske/Chevy V-8*
90	Gary Irvin	Swingler (S-2) Chevy	Gary Irvin	Swingler/Chevy V-8*
91	Don Whittington	Whittington Brothers Racing, Inc.	Whittington Brothers, Inc.	March/Cosworth
92	Jan Sneva		P.W.S. Racing, Inc.	Penske PC-7/Drake Offy
93	Steve Chassey		P.W.S. Racing, Inc.	Duke/Cosworth
94	Bill Whittington	Whittington Brothers Racing, Inc.	Whittington Brothers, Inc.	March/Cosworth
95	Dale Whittington	Whittington Brothers Racing, Inc.	Whittington Brothers, Inc.	March/Cosworth
98	Jimmy McElreath	Giuffre Bros. Crane	Agajanian-King Racing	King/Chevy V-8*
98T	Jimmy McElreath		Agajanian-King Racing	King/Chevy V-8*
99	Vern Schuppan	Kraco Car Stereo Special	Kraco Enterprises, Inc.	PC-9B/Cosworth
#			Penske Cars, Ltd.	Penske PC-10/Cosworth

*Normally aspirated (all other cars are turbocharged)
This car had not been assigned a number at press time.

"I get Pennzoil protection in all my cars."
"Driving the Pennzoil Chaparral for the past two years has made a Pennzoil believer out of me. A national championship, a win at Indy and thousands of race miles and never an oil-related problem. Pennzoil proved itself to me on the track, so now it goes into every car I own. Protection and Pennzoil. Get 'em together in your car."
PENNZOIL
MULTI-VIS
10W-40
SAVES GASOLINE
Jimmy Rutherford
Quality in every extra mile.
5
CHAPARRAL
PENNZOIL
PENNZOIL

One of the most coveted racing honors has nothing to do with winning.

EDDIE SACHS never won the Indy 500. But no driver ever did more to support and promote the sport. To perpetuate his memory, we annually award the Eddie Sachs Scholarship Trophy.

It's awarded to a driver for high standards of skill, performance and sportsmanship and for communicating the spirit of the racing profession to the public. Past winners have been A.J. Foyt, Jr.; Mario Andretti; Dan Gurney; Roger McCluskey; Joe Leonard; Mel Kenyon; Wally Dallenbach; Johnny Rutherford; Gary Bettenhausen; Tom Sneva; Al Unser; Dick Simon; Rick Mears; and Bobby Unser.

We honor the selected driver with a $5000 scholarship to be awarded to a student of his choice.

This award helps make sure that Eddie's spirit, as well as his memory, lives on. As he might've said: "Taking the checkered flag is important. But how you get there is what really counts."

American
CALL CALL RED BALL
World Wide Movers

ICC MC-6992

IT'S A GREAT RACE

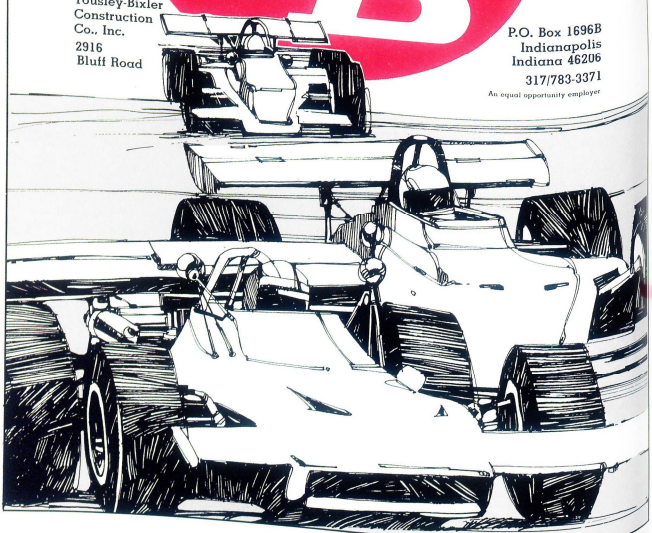
Winning the Indianapolis 500 depends upon speed and skill. Winning in the construction industry depends upon skill and speed. Tousley-Bixler Construction Company has the skill, based upon 37 years of experience, to construct your project with quality and to meet your deadline. Ask the people who are experts in speed and skill — the Indianapolis Motor Speedway — about Tousley-Bixler's skill and speed. We built the Speedway's old *and* new museums, the tower and the V.I.P. Suites. Tousley-Bixler Construction Company builds to win your great race.

TB

Tousley-Bixler
Construction
Co., Inc.
2916
Bluff Road

P.O. Box 1696B
Indianapolis
Indiana 46206
317/783-3371

An equal opportunity employer



LAP PRIZE DONORS

On behalf of all the participants involved in the 66th running of the Indianapolis 500-Mile Race, the Indianapolis Motor Speedway expresses its sincere gratitude to the Citizen's Speedway Committee of the Indianapolis Chamber of Commerce.

Including the $60,000 posted this year, the annual lap prize fund inaugurated in 1920 has been responsible for $1,493,610 in special incentive awards.

The Citizen's Speedway Committee of the Indianapolis Chamber of Commerce

RICHARD HUNT
Chairman

Joseph M. Areddy
Thomas W. Binford
Albert W. Bloemker
John R. Cooper
Robert Daniels
Robert L. Dawson, Sr.
Ronald Giles
William H. Holbrook

JAMES J. CURTIS
Vice-Chairman

William E. Kennedy, Jr.
James L. Kittle, Sr.
Harry G. McDaniel
William McGowan
Lynn Miles
George M. Ober
John Ober
Jack O'Neal

ROBERT H. STONE
Staff Advisor

Jack Pence
John Rosebrough
William Rusk
Jerry D. Semler
Clay Smith
E. Andrew Steffan
John R. Walsh
Robert Wilds

Lap No.	Donor
1	George M. Stone, George E. Stone
2	Stone Truck Equipment Co., Inc.
3	Vonnegut Industrial Products, Inc.
4	Mattos, Inc.
5	AAA Hoosier Motor Club
6	AAA Hoosier Motor Club
7	Society National Life Insurance Company
8	Thomas D. Adams III
9	Alexander Typesetting, Inc.
10	American Fletcher National Bank
11	American United Life Insurance Co.
12	R. H. Barnes
13	Associated Builders, Inc.—Anderson, Indiana
14	Hazel Bell, KADO AM-FM, 1000th member, A. J. Foyt Fan Club
15	The American Legion National Headquarters
16	The American Legion National Headquarters
17	Auto Specialists, Inc.
18	Auto Specialists, Inc.
19	Autographics
20	Lisa and Suzanne BeGuhn
21	In Memory of Arthur H. Rau
22	Barbara Jean Beety
23	Benham Press, Inc.
24	Beveridge Paper Company
25	Beveridge Paper Company
26	Biddle Screw Products Co., Inc.
27	Bowes Seal Fast Corporation
28	Bowes Seal Fast Corporation

LAP PRIZE DONORS

Lap No.	Donor
29	Bowes Seal Fast Corporation
30	Bowes Seal Fast Corporation
31	Boyds Used Auto Parts Norwalk, Conn.
32	Burgess Truck Sales & Service, Inc.
33	Thomas C. Butler
34	Philip J. and Joseph A. Caito— Caito Foods Service, Inc.
35	Philip J. and Joseph A. Caito— Caito Foods Service, Inc.
36	Carter-Lee Lumber Co., Inc.
37	Chevrolet Motor Division
38	Chevrolet Motor Division
39	Chevrolet Motor Division
40	Chevrolet Motor Division
41	The Columbia Club
42	Columbia Fish & Oyster Co., Inc.
43	Corvette's Unlimited
44	Corvette's Unlimited
45	Continental Airlines
46	Continental Airlines
47	Continental Airlines
48	E. Bruce DeCamp Chicago, Illinois
49	Crescent Paper Company
50	Crescent Paper Company
51	Detroit Diesel Allison Division
52	Detroit Diesel Allison Division
53	Carl Dykema
54	Farrell-Argast Electric Co., Inc.
55	Edgcomb Metals Company
56	Edgcomb Metals Company
57	Diesel Progress Magazine
58	Ernst & Whinney
59	Ernst & Whinney
60	Ernst & Whinney
61	FOAMCRAFT, Inc.
62	A. J. Foyt Fan Club
63	Gaslight Auto Parts, Inc.
64	Gaslight Auto Parts, Inc.
65	Gasoline Alley Garage Waterbury, Conn.
66	Gilliam Enterprises
67	J.D. Gould Solenoid Valve Co. "500" North Turn T & T Society
68	J.D. Gould Solenoid Valve Co. "500" North Turn T & T Society
69	The Giles Agency
70	H & R Racing, Inc.
71	Halibrand Industries
72	Lynn W. Hammonds, M.D.
73	In Memory of H. C. (Hap) Hathaway
74	G.H. Herrmann Funeral Homes, Inc.
75	"Ev" Evans
76	Heatbath Corporation
77	Heatbath Corporation
78	Heatbath Corporation
79	Highway Oil, Inc.
80	Highway Oil, Inc.
81	O.J. Holohan Associates
82	Hoosier Aircraft Accessories, Inc.
83	Hoosier Photo Supplies, Inc.
84	Indiana Bell Telephone Co., Inc.

Lap No.	Donor
85	Housing Warranty Corporation
86	Housing Warranty Corporation
87	Dr. Harlen C. Hunter Family
88	Hudson Tool & Die Company, Inc.
89	Hudson Tool & Die Company, Inc.
90	Hurst Performance, Inc.
91	Hurst Performance, Inc.
92	Hurst Performance, Inc.
93	Hurst Performance, Inc.
94	Hurst Performance, Inc.
95	Power Systems Research Division of PSR, Inc.
96	Imperial Clevite, Inc., Engine Parts Division
97	Imperial Clevite, Inc., Engine Parts Division
98	Indiana Electric Association
99	Indiana Electric Association
100	Indiana Electric Association
101	Indiana Motor Parts, Inc.
102	The Indiana National Bank
103	Indianapolis Power & Light Co.
104	Indianapolis Raceway Park (A Division of NHRA)
105	Indianapolis Water Company
106	Indianapolis Yellow Cab, Inc.
107	Indianapolis Yellow Cab, Inc.
108	Ingersoll-Rand Air Starters
109	Ingersoll-Rand Air Starters
110	Ingersoll-Rand Air Starters
111	Ingersoll-Rand Professional Tools
112	Ingersoll-Rand Professional Tools
113	Ingersoll-Rand Professional Tools
114	Ingersoll-Rand Professional Tools
115	Ingersoll-Rand Professional Tools
116	Insley Manufacturing Corp.
117	Insley Manufacturing Corp.
118	UNO from International Games, Inc.
119	Dukes of Hazzard Card Game from International Games, Inc.
120	Skip-Bo from International Games, Inc.
121	UNO from International Games, Inc.
122	O'NO 99 from International Games, Inc.
123	Skip-Bo from International Games, Inc.
124	Dukes of Hazzard Card Game from International Games, Inc.
125	O'No 99 from International Games, Inc.
126	Skip-Bo from International Games, Inc.
127	UNO from International Games, Inc.
128	Jim Dandy Restaurants, Inc.
129	Kennedy Tank & Mfg. Co., Inc.
130	Kenworth of Indianapolis / Palmer Dodge
131	W. D. Kibler Trucking Co.
132	Koch News Company
133	Kroger Food Stores
134	Laboratory Equipment Corp.
135	F. Jospeh Lamb Company
136	F. Joseph Lamb Company
137	F. Jospeh Lamb Company
138	Liquid Carbonic Corporation
139	Little Champ Oil & Food Marts, Inc.
140	MacAllister Machinery Co., Inc.
141	Paul Maines & Son, Inc.
142	Mallory Components Group

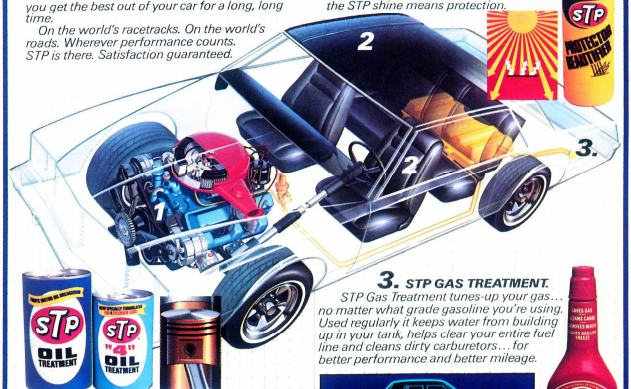
If you think STP is only for racing cars... think again.

STP was born on the racetracks of America. STP–The Racer's Edge® throughout the world. And from that discipline... where performance is all that counts... STP brings a complete line of Performance Products to your car. Where performance is all that counts, too.

STP Performance Products. Designed to help you get the best out of your car for a long, long time.

On the world's racetracks. On the world's roads. Wherever performance counts. STP is there. Satisfaction guaranteed.

2. STP PROTECTOR/BEAUTIFIER. *STP Protector/Beautifier, with its exclusive "Sunscreen" formula, protects your car's vinyl, leather and rubber surfaces against fading, drying and cracking. It actually screens out the sun's harmful ultraviolet rays. STP Protector/Beautifier... because the STP shine means protection.*



3. STP GAS TREATMENT. *STP Gas Treatment tunes-up your gas... no matter what grade gasoline you're using. Used regularly it keeps water from building up in your tank, helps clear your entire fuel line and cleans dirty carburetors... for better performance and better mileage.*

1. STP OIL TREATMENT. *Even the best motor oils begin to lose their protective properties under the high engine heat of everyday driving.*

That's where STP Oil Treatment comes in. It gives your oil muscle. STP's special polymers flex with heat... strengthening the film between vital moving parts, just where it's needed.

Introducing STP "4." *Specially formulated for today's 4-cylinder engines that work harder, rev higher and run hotter than larger engines.*

Whenever you change or add oil, get STP Oil Treatment... in original or new 4-cylinder formulas. And give your oil muscle.

4. AND OTHER PERFORMANCE PRODUCTS. *The lineup goes on and on... Motor Oil, Air and Oil Filters, Carburetor Cleaner, Diesel Fuel Treatment, PCV Valves, Breather Elements, Foaming Engine Degreaser and more. All consumer-proven. All satisfaction guaranteed or your money back. If the brand name is STP, you'll get proven performance.*

Depend on STP proven performance.

© 1982 STP Corporation, an ESMARK Company Fort Lauderdale, Florida 33310

"Fact is, Ingersoll-Rand tools keep on helping winners win."

—A. J. Foyt, Jr.

Whether you're driving on the track or the street, give yourself the competitive edge with Ingersoll-Rand power, Proto® and Challenger™ hand tools. They're made in the U.S.A. Relied upon and respected by racing and professional mechanics worldwide. And available at most quality automotive jobber stores.

INGERSOLL-RAND
PROFESSIONAL TOOLS

LAP PRIZE DONORS

Lap No.	Donor
143	Marsh & McLennan, Inc.
144	D. R. McFarland, Inc.
145	Mechanics Laundry & Supply, Inc.
146	Merchants National Bank & Trust Co.
147	Galen J. Meyers & Associates, American United Life Insurance
148	The Nyhart Company, Inc.
149	Owens-Corning Fiberglas Corporation
150	Ozark Air Lines, Inc.
151	Ozark Air Lines, Inc.
152	Ozark Air Lines, Inc.
153	Ozark Air Lines, Inc.
154	Panhandle Eastern Pipe Line Company
155	Panhandle Eastern Pipe Line Company
156	C. C. Peck Co.
157	C. C. Peck Co.
158	Prime Computer/Robert M. Ladavac
159	Premier Industrial Corp.
160	Public Service Indiana
161	Public Service Indiana
162	In Memory of Walter H. Reasor, Jr.
163	Ruth's Hallmark Shops
164	Sears Indianapolis Stores
165	American United Life-Semler Associates
166	Shepherd's Construction Company, Inc.
167	Shirley Engraving Co., Inc.
168	Silhouette National Health Spa
169	Silhouette National Health Spa
170	Silhouette National Health Spa
171	Silhouette National Health Spa
172	Silhouette National Health Spa
173	Silhouette National Health Spa
174	Silhouette National Health Spa
175	Silhouette National Health Spa
176	Silhouette National Health Spa
177	Silhouette National Health Spa
178	The Statesman Group, Inc.
179	Stuart-Skillman Oldsmobile, Inc.
180	George Taylor & Morton Weinberg
181	Tony's Tire Service, Inc.
182	Tousley-Bixler Construction Co., Inc.
183	Typoservice Corporation
184	U.S. Corrugated-Fibre Box Co., Div. Lacy Diversified Industries
185	U.S. Corrugated-Fibre Box Co., Div. Lacy Diversified Industries
186	Morris and Co., Ltd.
187	Underwood Machinery Transport, Inc.
188	Universal Electric Company, Inc.
189	Walker Research, Inc.
190	WEDZEB Enterprises, Inc.
191	WEDZEB Enterprises, Inc.
192	White Rabbit, Speedway Liquors
193	Robert Wilds
194	In Memory of Ryan Wolters
195	John and Kay Wright, Slingerlands, New York
196	Xiphoid Machine Tool Co.
197	Larry Plunkett Family
198	Pair of Jacks Restaurant & Lounge
199	Park 100
200	Park 100

THE FOLLOWING INDIVIDUALS AND COMPANIES OFFER CASH OR MERCHANDISE AWARDS AND/OR TROPHIES:

Amoco Oil Company
AMC-Jeep-Renault
American Dairy Assn.
American Fletcher National Bank
Thornton A. Bardach
Jack Beemer
Bell Helmets, Inc.
Borg-Warner Corporation
Brodix Heads
Budweiser
Chevrolet Division, GMC
Canon USA
Champion Spark Plug Company
Earl's Supply Co.
Gould, Inc.
Heli-Coil Products
Hinchman Uniforms
Hurst Performance, Inc.
Ideal Corporation
Indiana National Bank
Indiana Section, SAE
Indiana Oxygen
Ingersoll-Rand
International Games, Inc.
International Machinist's Union
Klebah Suspension Systems
Loctite
Miller Brewing Co.
Mallory Electric Corporation
Monroe Auto Equipment Co.
Motorola
National Automobile Dealers Assoc.
Cecil C. Peck Co.
Pennzoil
Premier Industrial Corp.
Raybestos Division
Renner's Express, Inc.
Rolex
Rockwell International
Schoenfeld Headers
Sears, Roebuck & Co.
Simpson Sports
S-K Tool Div., Dresser Industries
St. Pius X Council, K of C
Stant Mfg. Co.
Stewart Warner Corp.
STP Corp.
Sun Refining and Marketing Co.
Sunnen Products Co.
Texaco
Valvoline Oil Co.
Wheel Horse Products, Inc.
Worth Corp.
WRTV
WTTV

Winning proves performance. Winning pictures prove perfection.

Great successes don't just happen. They're almost always the result of a tremendous investment of time, skill and effort. And it's almost a certainty that for each individual standing in the spot-light or the winner's circle, there are ten or a hundred more who share in his achievement. It's true in great sport. It's true in business. And it's true in photography.

Every time you see a Canon single-lens reflex camera, what you're seeing is the culmination of more than forty years of human endeavor aimed at reaching the pinnacle of photographic quality. But the Canon logo represents even more than top-quality equipment and fine images. It represents a commitment to photography itself and to the events that are helping shape photography into the exciting creative medium it is today.

Wherever crowds gather to witness the great contenders in the world of competitive sport, you'll find the Canon banner. And its presence signifies the participation of a team of Canon specialists on hand to make the day's photographs just as successful as the event itself. In many cases, this includes service support, technical information (from some of the country's most knowledgeable experts) and even special photo sites, such as the Canon Photo Towers at the Long Beach Grand Prix. So that when you're shooting the action that really counts, you can count on Canon to back you up.

Our series of single-lens reflex cameras, lenses and accessories is unmatched for versatility, durability and precision. With cameras ranging from point and click simplicity to full-scale professional system capability. Yet each camera, at every price and ability level is designed to make photographs as perfectly as every other. All sharing near fifty of the world's finest optics from Fish Eye to Super Telephoto, with everything in between. So that no matter which Canon you own, you'll have the best performance that your money can buy. Performance that's as close to perfection as human effort and mechanical precision can come with today's technology.

If you're thinking about committing yourself to a fine photographic system, think hard about what lies behind the name on the pentaprism. If that name is Canon, you'll know we're as committed to fine photography as you are.

And we're ready to prove it.

The Official Camera of United States Auto Club

Canon®

Canon USA, Inc. One Canon Plaza, Lake Success, New York 11042 • 140 Industrial Drive, Elmhurst, Illinois 60126 • 6380 Peachtree Industrial Blvd. Norcross, Georgia 30071 • 123 Paularino Avenue East, Costa Mesa, California 92626 • Bldg. B-2, 1050 Ala Moana Blvd., Honolulu, Hawaii 96814 • Canon Canada, Inc., Ontario

UNITED STATES AUTO CLUB OFFICIALS AND RACE STAFF

Robert G. Moorhead, Chairman of the Board; Richard King, President; Roger McCluskey, Vice President and Director of Competition; Thomas W. Binford, Chief Steward; Arthur D. Meyers, Steward; Robert Cassaday, Steward and Chief Registrar; Keith Ward, Steward; John C. Vance, Steward; Duane Sweeney, Chief Starter; Johnny Shipman, Assistant Starter; Victor Lipkey, Assistant Starter.

U.S.A.C. TECHNICAL INSPECTORS:

Jack Beckley, Director. Don McGregor, Deputy Director. Clay Ballinger, Jack Brant, Robert Carson, Rich Coy, Ray Fausel, R. Fennemam, Don Frazier, Jerry Grobe, Richard Gurdler, Roam Jordan, Herb Karsch, Jack Kelley, Mike Kollins, Jim Korn, Ben Lawrence, Logan Mair, Paul Nissen, Mike Smith, W Sparks, Mike Teegaarden, P Wells, Inspectors and Vice Chairmen.

TECHNICAL OBSERVERS:

B. Abbott, F. Adams, A. Adastik, D. Anderson, G. Anderson, J. Arvin, A. Ankerman, P. Asa, R. Avery, J. Baker, J. Bielski, R. Bivens, D. Bledsoe, G. Bloeser, J. Boas, T. Bowers, W. Brazus, F. Burdette, R. Butterfield, R. Butterfield, Jr., J. Carson, V. Clevam, J. Coiem, F. Collins, L. Coolrow, J. Cotterell, A. DaPuzzo, J. DaPuzzo, W. Daniels, P. Dinatale, J. Disher, F. Doctrod, H. Dozier, W. Dunkerson, R. Dunlap, D. Dunning

1

LAP PRIZE LEADERS

1	A. J. Foyt, Jr.****	$89,716.92
2	Al Unser***	85,900.00
3	Bobby Unser***	82,597.17
4	Parnelli Jones*	75,050.00
5	Bill Vukovich**	65,250.00
6	Johnny Rutherford***	56,480.06
7	Gordon Johncock*	53,023.26
8	Jim Clark*	44,700.00
9	Rodger Ward**	39,150.00
10	Jimmy Bryan*	32,400.00

500 POINT LEADERS

1	A. J. Foyt, Jr.****	8,600
2	Wilbur Shaw***	6,370
3	Bobby Unser***	6,170
4	Ted Horn	6,000
5	Al Unser***	5,895
6	Louis Meyer***	5,784
7	Mauri Rose***	5,581
8	Gordon Johncock*	5,450
9	Rodger Ward**	5,150
10	Jim Rathmann*	4,370

LAP LEADERS

1	Ralph DePalma*	613
2	Al Unser***	534
3	A. J. Foyt, Jr.****	523
4	Wilbur Shaw***	508
5	Parnelli Jones*	492
6	Bill Vukovich**	485
7	Bobby Unser***	440
8	Billy Arnold*	410
9	Louis Meyer***	332
10	Jim Clark*	298

*Race Winner

MILEAGE LEADERS

1	A. J. Foyt, Jr.****	9,045
2	Bobby Unser***	6,527.5
3	Cliff Bergere	6,142.5
4	Lloyd Ruby	6,097.5
5	Mauri Rose***	6,050
6	Al Unser***	5,902.5
7	Gordon Johncock*	5,872.5
8	Jim Rathmann*	5,737.5
9	Roger McCluskey	5,517.5
10	Wilbur Shaw***	5,392.5

Who's going to take home the Borg-Warner Trophy this year?

BORG WARNER

In eight major markets,
Borg-Warner is a company to watch.

NUMBER OF RACES

1	A. J. Foyt, Jr.****	24
2	Bobby Unser***	19
3	Johnny Rutherford***	18
4	Lloyd Ruby	18
5	Roger McCluskey	18
6	Gordon Johncock*	17
7	Mario Andretti*	16
8	Al Unser***	16
9	George Snider	16
10	Cliff Bergere	16
11	Chet Miller	16

TOTAL MONEY WINNERS

1	A. J. Foyt, Jr.****	$1,383,489.58
2	Al Unser***	1,249,541.73
3	Bobby Unser***	1,169,526.78
4	Johnny Rutherford***	1,160,648.98
5	Gordon Johncock*	751,869.67
6	Mario Andretti*	649,344.34
7	Tom Sneva	488,099.82
8	Rodger Ward**	421,613.13
9	Mark Donohue*	393,354.17
10	Billy Vukovich	376,884.89

*Race Winner

Four Lap Qualification Records

1920—	Art Klein, Frontenac	92.70
	Louis Chevrolet, Monroe	96.36
	Joe Boyer, Frontenac	96.90
	Ralph DePalma, Ballot	99.15
1921—	Ralph DePalma, Ballot	100.75
1923—	Tommy Milton, H. C. S.	108.17
1925—	Earl Cooper, Junior 8	110.487
	Harry Hartz, Miller	112.433
	Peter DePaolo, Duesenberg	113.083
	Leon Duray, Miller	113.196
1927—	Ralph Hepburn, Boyle Valve	114.209
	Harry Hartz, Erskine Miller	116.731
	Peter DePaolo, Perfect O Miller	119.510
	Frank Lockhart, Perfect O Miller	120.100
1928—	Cliff Woodbury, Boyle Valve	120.417
	Leon Duray, Miller	122.391
1939—	Cliff Bergere, Offenhauser	123.835
	Louie Meyer, Bowes Seal Fast	130.067
	Jimmy Snyder, Thorne Engineering	130.138
1946—	Ralph Hepburn, Novi Governor	133.944
1950—	Walt Faulkner, Grant Piston Ring	134.343
1951—	Duke Nalon, Novi Puretube	136.498
1951—	Walt Faulkner, Grant Piston Ring	136.872
1952—	Andy Linden, Miracle Power	137.002
	Freddie Agabashian, Cummins Diesel	138.010
	Bill Vukovich, Fuel Inj. Eng.	138.217
	Chet Miller, Novi Pure Oil	139.034
1954—	Jack McGrath, Hinkle	141.033
1955—	Bill Vukovich, Hopkins	141.071
	Jack McGrath, Hinkle	142.580
1956—	Jim Rathmann, Hopkins	145.120
	Pat Flaherty, John Zink	145.596
1958—	Ed Elisian, John Zink	145.926
	Dick Rathmann, McNamara	145.974
1960—	Jim Rathmann, Ken-Paul	146.371
	Eddie Sachs, Dean Van Lines	146.592
1960—	Jim Hurtubise, Travelon Trailer	149.056
1962—	Len Sutton, Leader Card 500	149.328
	Parnelli Jones, Agajanian Willard	150.370
1963—	Parnelli Jones, Agajanian Willard	151.153
1964—	Rodger Ward, Kaiser Aluminum	156.406
	Bobby Marshman, Pure Oil Firebird	157.867
	Jim Clark, Lotus Ford	158.828
1965—	Mario Andretti, Dean Van Lines	158.849
	Jim Clark, Lotus Ford	160.729
	A. J. Foyt, Jr., Sheraton-Thompson	161.233
1966—	George Snider, Sheraton-Thompson	162.521
	Mario Andretti, Dean Van Lines	165.899
1967—	Joe Leonard, Sheraton-Thompson	166.098
	Dan Gurney, Wagner-Lockheed	167.224
	Mario Andretti, Dean Van Lines	168.982
1968—	Graham Hill, STP Oil Treatment	171.208
	Joe Leonard, STP Oil Treatment	171.559
1971—	A. J. Foyt, Jr., ITThompson	174.317
	Mark Donohue, Sunoco	177.087
	Peter Revson, McLaren	178.696
1972—	Joe Leonard, Samsonite	185.223
	Mario Andretti, Viceroy	187.617
	Gary Bettenhausen, Sunoco McLaren	188.877
	Bobby Unser, Olsonite Eagle	195.940
1973—	Swede Savage, STP Oil Treatment	196.582
	Johnny Rutherford, Gulf McLaren	198.413
1977—	Tom Sneva, Norton Spirit	198.884
1978—	Tom Sneva, Norton Spirit	202.156

BROKEN BARRIERS—10 M.P.H. INCREMENTS

(Official Qualification Laps Only)

May 27, 1919	100 MPH	Rene Thomas	104.785
May 26, 1925	110 MPH	Earl Cooper	110.728
May 26, 1927	120 MPH	Frank Lockhart	120.918
May 22, 1937	130 MPH	Jimmy Snyder	130.492
May 15, 1954	140 MPH	Jack McGrath	141.309
May 12, 1962	150 MPH	Parnelli Jones	150.729
May 15, 1965	160 MPH	Jimmy Clark	160.973
May 17, 1968	170 MPH	Graham Hill	171.887
May 14, 1972	180 MPH	Billy Vukovich	185.797
May 14, 1972	190 MPH	Bobby Unser	196.678
May 14, 1977	200 MPH	Tom Sneva	200.535

3 The Qualifications

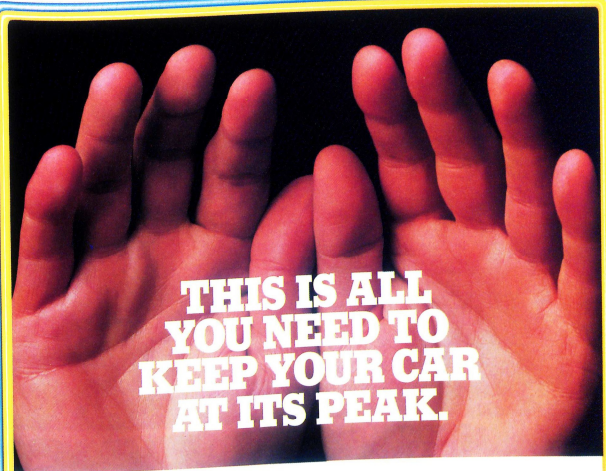
Pole Position Winners and Fastest Qualifiers

1911—Lewis Strang
1912—Gill Anderson awarded pole
David Bruce-Brown drew pole
1913—Caleb Bragg 86.50
Jack Power drew pole
1914—Jean Chassagne 88.50
Georges Boillot drew pole
1915—Howard Wilcox 99.85
1916—John Aitken 98.90
1919—Rene Thomas 96.75
1920—Ralph DePalma 104.70
1921—Ralph DePalma 98.15
1922—Jimmy Murphy 100.75
1923—Tommy Milton 100.50
1924—Jimmy Murphy nr108.17
1925—Leon Duray 108.03
1926—Earl Cooper nr113.196
1927—Frank Lockhart 111.735
1928—Leon Duray nr120.100
1929—Cliff Woodbury nr122.391
1930—Billy Arnold 120.599
1931—Russ Snowberger 113.263
Billy Arnold 112.786
1932—Lou Moore ft116.080
1933—Bill Cummings 117.363
1934—Kelly Petillo 118.521
1935—Rex Mays 119.329
120.736
1936—Rex Mays 119.644
1937—Bill Cummings 123.455
Jimmy Snyder nr125.287
Floyd Roberts 126.501
1938—Rex Mays nr125.769
Jimmy Snyder nr130.138
1940—Rex Mays 127.850
1941—Mauri Rose 128.691
1946—Cliff Bergere 126.471
Ralph Hepburn nr133.944
1947—Ted Horn 126.564
Bill Holland ft128.756
1948—Rex Mays 130.577
1949—Duke Nalon 132.939
1950—Walt Faulkner nr134.343
1951—Duke Nalon 136.498
Walt Faulkner nr136.872
1952—Fred Agabashian 138.010
Chet Miller nr139.034
1953—Bill Vukovich 138.392
1954—Jack McGrath nr141.033
1955—Jerry Hoyt 140.045
Jack McGrath nr142.580
1956—Pat Flaherty nr145.596
1957—Pat O'Connor 143.948
Paul Russo ft144.817
1958—Dick Rathmann nr145.974
1959—Johnny Thomson 145.908
1960—Eddie Sachs 146.592
Jim Hurtubise nr149.056
1961—Eddie Sachs 147.481
1962—Parnelli Jones nr150.370
1963—Parnelli Jones nr151.153
1964—Jim Clark nr158.828
1965—A. J. Foyt nr161.233
1966—M. Andretti nr165.899
1967—M. Andretti nr168.982
1968—Joe Leonard nr171.559
1969—A. J. Foyt 170.568
1970—Al Unser 170.221
1971—Peter Revson nr178.696
1972—Bobby Unser nr195.940
1973—J. Rutherford nr198.413
1974—A. J. Foyt 191.632
1975—A. J. Foyt 193.976
1976—J. Rutherford 188.957
M. Andretti ft189.404
1977—Tom Sneva nr198.884
1978—Tom Sneva nr202.156
1979—Rick Mears 193.736
1980—J. Rutherford 192.256
1981—Bobby Unser 200.545
Tom Sneva ft200.691

nr—new record, ft—fast time

One Lap Qualification Records

May 26, 1914—Rene Thomas, Delage 94.53
May 26, 1914—Teddy Tetzlaff, Maxwell 96.25
May 26, 1914—Jules Goux, Peugeot 98.13
May 27, 1914—Georges Boillot, Peugeot 99.85
May 26, 1923—Rene Thomas, Ballot 104.78
May 26, 1925—Tommy Milton, H. C. Stutz 109.45
May 26, 1925—Earl Cooper, Junior 8 110.728
May 26, 1925—Harry Hartz, Miller 112.994
May 27, 1926—Peter DePaolo, Duesenberg 114.285
May 26, 1927—Frank Lockhart, Miller 115.488
May 26, 1927—Peter DePaolo, Perfect Circle 117.294
May 27, 1927—Frank Lockhart, Perfect Circle 120.546
May 26, 1928—Cliff Woodbury, Boyle Valve 120.918
May 26, 1928—Leon Duray, Miller 121.082
May 15, 1937—Bill Cummings, Boyle Products 124.018
May 22, 1937—Jimmy Snyder, Sparks 125.139
May 20, 1939—Jimmy Snyder, Thorne Engineering 130.492
May 26, 1946—Ralph Hepburn, Novi 130.757
May 13, 1950—Walt Faulkner, Grant Piston Ring 134.449
May 12, 1951—Duke Nalon, Novi 136.013
May 19, 1951—Walt Faulkner, Grant Piston Ring 137.049
May 12, 1952—Fred Agabashian, Cummins Diesel 138.122
May 24, 1952—Bill Vukovich, Keck Fuel Injection 139.104
May 24, 1952—Chet Miller, Novi 139.427
May 15, 1954—Johnny Thomson, Chapman 139.600
May 15, 1954—Jack McGrath, Hinkle 139.686
May 15, 1954—Bill Vukovich, Keck 141.287
May 15, 1955—Jack McGrath, Hinkle 141.309
May 19, 1956—Jim Rathmann, Hopkins 143.793
May 19, 1956—Pat Flaherty, Zink 146.033
May 17, 1958—Ed Elisian, Zink 146.056
May 16, 1959—Johnny Thomson, Racing Associates 146.508
146.532
May 14, 1960—Jim Rathmann, Ken-Paul 146.915
May 14, 1960—Eddie Sachs, Dean Van Lines 147.251
May 22, 1960—Jim Hurtubise, Travelon Trailer 149.601
May 12, 1962—Len Sutton, Leader Card 149.900
May 12, 1962—Parnelli Jones, Agajanian 150.729
May 18, 1963—Parnelli Jones, Agajanian 151.847
May 16, 1964—Rodger Ward, Kaiser Aluminum 157.563
May 16, 1964—Bobby Marshman, Pure Firebird 158.562
May 15, 1965—Jim Clark, Lotus Ford 159.377
May 15, 1965—Mario Andretti, Dean Van Lines 159.405
May 15, 1965—Jim Clark, Lotus Ford 160.973
May 14, 1966—A. J. Foyt, Sheraton-Thompson 161.958
May 14, 1966—George Snider, Sheraton-Thompson 163.014
May 13, 1967—Mario Andretti, Dean Van Lines 166.328
May 13, 1967—Dan Gurney, Wagner Lockheed 167.942
May 18, 1968—Mario Andretti, Dean Van Lines 169.779
May 18, 1968—Graham Hill, STP Turbine 171.887
May 15, 1971—A. J. Foyt, JTT Thompson 171.953
May 15, 1971—Mark Donohue, Sunoco McLaren 174.656
May 14, 1972—Peter Revson, Gulf Team McLaren 178.607
May 14, 1972—Bill Vukovich, Sugarpe Eagle-Drake 179.354
May 14, 1972—Joe Leonard, Samsonite Parnelli-Drake 185.797
May 14, 1972—Mario Andretti, Viceroy Parnelli-Drake 185.950
May 14, 1972—Gary Betterhausen, Sunoco McLaren-Drake 188.758
May 14, 1972—Bobby Unser, Olsonite Eagle-Drake 189.474
May 12, 1973—Swede Savage, STP Eagle-Drake 196.678
May 12, 1973—John Rutherford, Gulf McLaren-Drake 197.157
May 14, 1977—Tom Sneva, Norton Spirit McLaren-Cosworth 199.071
May 20, 1978—Tom Sneva, Norton Spirit McLaren-Cosworth 200.535
203.620



Your own bare hands. And the do-it-yourself products from PEAK. Together, they'll keep your car performing its very best. From the cooling system to the carburetor, from the door hinges to the windshield.

And it's easy. Because the entire PEAK line has been specially formulated with the do-it-yourselfer in mind.

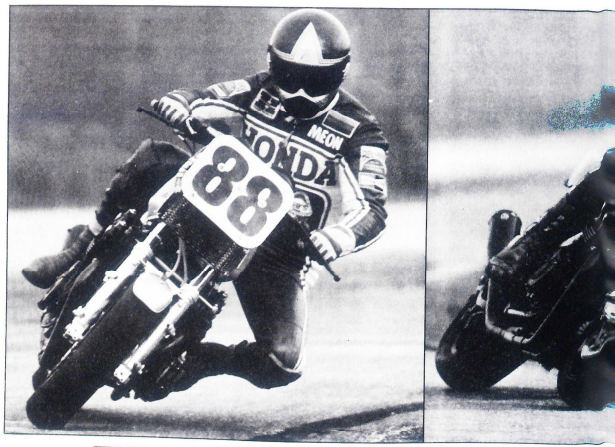
The PEAK Performers.

Once you've decided to take really good care of your car, nothing else will do.

REACH FOR THE PEAK.

PEAK Performance Products

Northern Petrochemical Company



FAST. FAST

This year at Daytona Beach, we discovered something better than winning.

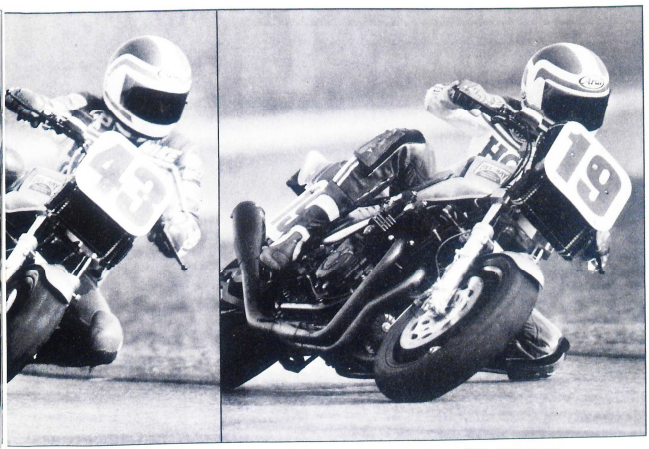
Dominating.

Because at the end of America's fastest superbike race, America's fastest superbikes all turned out to be Hondas.

First, second and third.

If you've ever seen one of these 170 mile-an-hour races, you know what an incredible accomplishment this is.

So we'd like to introduce the ones who



ER. FASTEST.

accomplished it. From right to left above, they're Freddie Spencer, Mike Baldwin and Robert Pietri.

Of course, we'd also like to introduce what they accomplished it on. It's a sixteen valve, four cylinder double overhead cam motorcycle that's so fast it actually set a new track record while it was *practicing*.

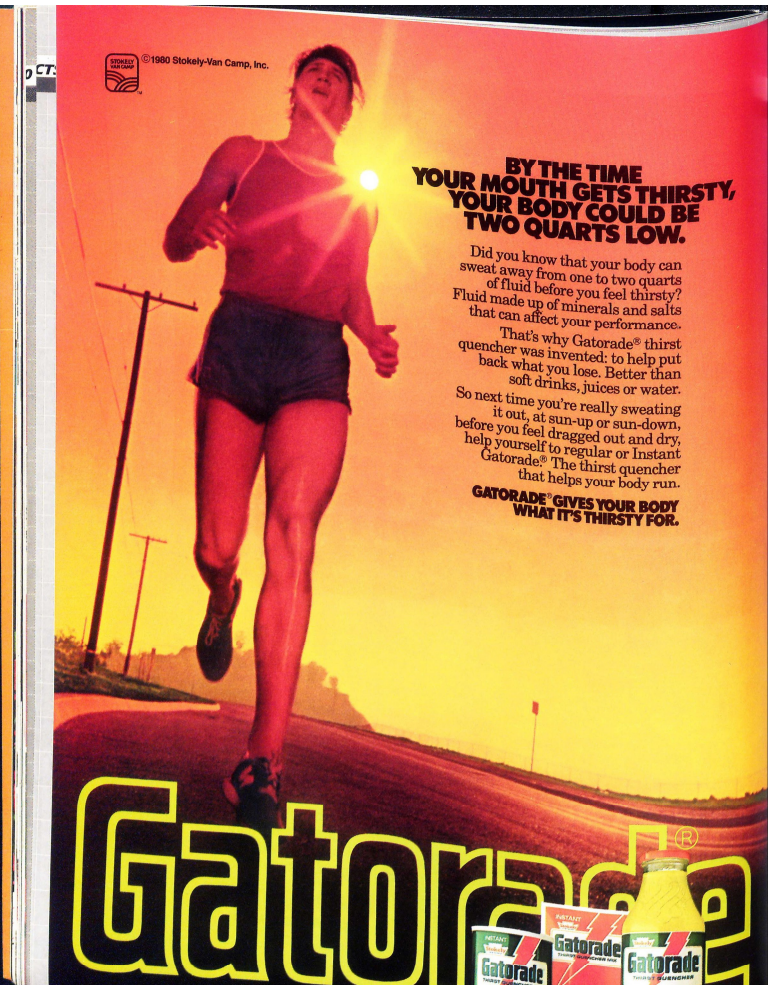
And if that sounds amazing, wait'll you hear this. You can own one.

Because our racer is based on the same CB900F Super Sport you can buy at any Honda dealer in the country.

Naturally, yours may not go as fast as ours. But then again, nobody's does.

HONDA
FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1982 American Honda Motor Co., Inc.


©1980 Stokely-Van Camp, Inc.
BY THE TIME YOUR MOUTH GETS THIRSTY, YOUR BODY COULD BE TWO QUARTS LOW.
Did you know that your body can sweat away from one to two quarts of fluid before you feel thirsty? Fluid made up of minerals and salts that can affect your performance.
That's why Gatorade® thirst quencher was invented: to help put back what you lose. Better than soft drinks, juices or water.
So next time you're really sweating it out, at sun-up or sun-down, before you feel dragged out and dry, help yourself to regular or Instant Gatorade.® The thirst quencher that helps your body run.
GATORADE® GIVES YOUR BODY WHAT IT'S THIRSTY FOR.
Gatorade®
Gatorade
Gatorade
Gatorade

4

The Winners

Winners Trivia

Youngest—Troy Ruttman, 1952, 22 yrs. old.
Oldest—Bobby Unser, 1981, 47 yrs. old.
Most Laps Led—Billy Arnold, 1930, 198 laps.
Least Laps Led—Joe Dawson, 1912, 2 laps.
Widest Winning Margin—Jules Goux over Spencer Wishart, 13 min, 8 sec., 1913.
Closest Winning Margin—Wilbur Shaw over Ralph Hepburn, 2.16 sec., 1937.

Winners from Pole Position

1922—Jimmy Murphy
1923—Tommy Milton
1930—Billy Arnold
1938—Floyd Roberts
1953—Bill Vukovich
1956—Pat Flaherty
1963—Parnelli Jones
1970—Al Unser
1976—Johnny Rutherford
1979—Rick Mears
1980—Johnny Rutherford
1981—Bobby Unser

Rookie Winners

1911-Ray Harroun
1913-Jules Goux
1914-Rene Thomas
1926-Frank Lockhart
1927-George Souders
1966-Graham Hill

Starting Positions of Winning Cars

1st—12
2nd—10
3rd—6
4th—4
5th—4
6th—3
7th—6
8th—0
9th—0
10th—1
11th—1
12th—0
13th—3
14th—1
15th—3
16th—0
17th—1
18th—0
19th—1
20th—2
21st—2
22nd—2
23rd—0
24th—2
25th—1
26th—0
27th—1
28th—2

© 1982 VOLKSWAGEN OF AMERICA, INC.

"...Scirocco is still the one to beat."
—POPULAR MECHANICS

"...a hard-charging fun-to-drive machine."
—CHICAGO SUN-TIMES

"...exceptional performance and cornering."
—ROAD & TRACK

"This car is simply a blast to drive."
—CAR and DRIVER

What drove the experts to say all this?

Was it the fact that Scirocco goes from 0 to 50 in just 8.5 seconds?

Or the fact that it comes with CIS fuel injection?

Was it Scirocco's singular dual-diagonal brakes?

Or its breakthrough aerodynamic design?

Its unerring feel for the road? Or its uncanny directional control?

Regardless of which feature inspired the quotes from these experts, we hope these quotes will inspire you to visit your Volkswagen dealer.

After all, that's the only way you'll ever get the most important opinion of all on Scirocco.

Your own.

Nothing else is a Volkswagen.

The Track

Originally built in 1909, the rectangular shaped course is 2½ miles around, with the two long straightaways measuring five-eighths of a mile each, the two short straights at either end one-eighth of a mile each, and the four turns all an identical quarter of a mile. The straightaways are 50 feet wide and the track broadens to 60 feet through the turns. The turns are banked at 9 degrees and 12 minutes. The surface initially was composed of crushed stone and tar, but was immediately resurfaced with paving brick grouted in cement after several short races in 1909. Portions of the track were surfaced with asphalt beginning in 1937, and the most recent resurfacing was after the 1976 race when the entire track was paved. The race course covers 433 acres (total Speedway area is 559 acres), and is the oldest track in continuous use (except for war years of 1917-18 and 1942-45). It was originally owned by Carl Fisher and three Indianapolis business associates, was sold to Eddie Rickenbacker in 1927, and was last purchased by Tony Hulman in 1945.

The Cars

The chassis must be open cockpit, open wheel and single seat with the engine specifications established by USAC. Wheelbase—minimum of 96 inches; Tread Width (from center of wheel)—minimum of 47 inches; Length—maximum of 15 feet; Width—maximum of 80 inches; Weight—minimum of 1500 lbs. for turbocharged cars, 1425 lbs. for non-turbocharged cars; and, the lowest part of the tub to the highest part of the wing cannot exceed 32 inches.

The Drivers

Thirty-three of the fastest drivers in the world qualify in four-lap time trials. All drivers who have not competed in a 500-mile race must pass a driver's test, and all drivers must have a USAC or FIA license. Seven former Indianapolis winners are entered for the 1982 Indianapolis 500 led by four-time winner A. J. Foyt, three-time winners Johnny Rutherford, Al Unser, and Bobby Unser, and former winners Mario Andretti, Gordon Johncock and Rick Mears.

The Purse

Prize money has exceeded $1 million since 1970, and has increased every year since with last year's $1.6 million the all-time record.

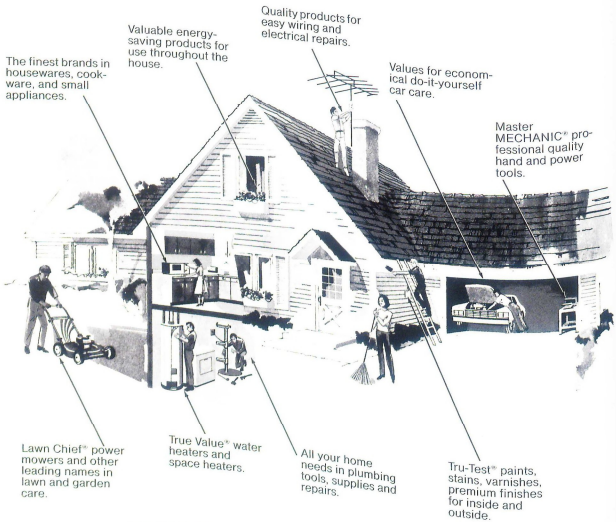
The Trophy

Over four feet tall, the 80 pound sterling silver trophy has been presented by Borg-Warner since 1936. The bas-relief bust of all winners since 1911 are incorporated on the trophy. It is currently insured for $150,000.

Total Prize Money Each Year of the Hulman Era

1946	$115,450	1964	$ 506,575
1947	137,425	1965	628,399
1948	171,075	1966	691,808
1949	179,050	1967	734,834
1950	201,135	1968	712,269
1951	207,650	1969	805,127
1952	230,100	1970	1,000,002
1953	246,300	1971	1,001,604
1954	269,375	1972	1,011,845
1955	270,400	1973	1,006,105
1956	282,052	1974	1,015,686
1957	300,252	1975	1,001,321
1958	305,217	1976	1,037,776
1959	338,100	1977	1,116,807
1960	369,150	1978	1,145,225
1961	400,000	1979	1,271,954
1962	426,152	1980	1,503,225
1963	494,030	1981	1,605,375

True Value®
is what today's home needs most.



True Value® HARDWARE STORES®

more than a name, it's our way of doing business

There are more than 6,000 True Value Hardware Stores and Home Centers in 50 states. For one near you, look under "Hardware" in the Yellow Pages.

IT CAN ACTUALLY SAVE YOU GAS.

Friction is the enemy of your gas mileage. It slows down moving parts in your engine. Reduces its efficiency.

Motorcraft fuel-efficient super premium motor oil fights the enemy. It has a special fuel-efficient additive package.

Based on proposed tests by the American Society for Testing and Materials, our fuel-efficient oil reduces friction. So your engine works easier. Uses less gas.

Gas-saving Motorcraft Oil. For the future of your car. For sure.

...FOR SURE

MOTORCRAFT

GILMORE
14

A.J.'s SILVER CELEBRATION

Twenty-five consecutive years as a contender for premier honors in the annual 500-Mile Race at the Indianapolis Motor Speedway!!!

That's one of the many records established by A.J. Foyt, Jr., the indomitable Texas veteran who has blended skill and courage and determination into an amazing racing career without equal.

Many fans—especially a large portion of the younger generation—never have attended a championship event when Foyt wasn't regarded as "King of the Hill". Like all other rookies, however, he also was a worried, nervous, "up tight" beginner when he started his climb to the pinnacle of the sport.

From the moment he grasped the steering wheel of the mini-midget car built by his father, A.J. was determined to become a professional race driver. He was six years old at the time. And when he saw his first "500" in 1954, as a 19-year-old spectator seated in grandstand B, he resolved that his primary goal in life would be to win this greatest of all sports spectaculars [as Bill Vukovich did on that occasion, for the second straight year].

"I couldn't understand why these great competitors weren't driving much deeper into the No. 1 corner."

"It was my first trip away from Houston and the size of the place simply astonished me," Foyt recalls. "But after getting a look at the long straightaways and sweeping quarter-mile turns," he added, "I couldn't understand why these great competitors weren't driving much deeper into the No. 1 corner."

His concept of the problems would change quickly during his first practice laps prior to the start of his rookie test here four years later. His immediate concern, though, was the best procedure to follow in order to earn that opportunity.

His only actual racing experience prior to May of 1954 had been gained during one season of activity on a small Houston track in a midget car owned by his father; and he decided to continue to improve his driving style in that manner. Sprint car owners, always on the lookout for new talent, began to take notice of his accomplishments and this resulted in the offer of a "good ride" for the 1957 IMCA series in the mid-west.

Foyt climbed another step closer to his goal in August of that year when Wally Meskowski, crew chief for the Hoover Motor Express team, gave him his first chance to qualify for a USAC 100-mile dirt track championship race at Springfield, Illinois.

"Race officials were much tougher on rookies then, than they are now," said Foyt. "I'll never forget the moment that the chief steward flagged me into the pit area, after I had "nudged" another car in practice, and threatened to bar me from the course if it happened again." But

Above: Artist Ron Burton's rendering of Foyt's 4th victory celebration with the late Tony Hulman in 1977. Inserted are sketches of Foyt and his father, A. J. Foyt, Sr.

ONLY 4 TIME INDY 500 WINNER

GILMORE/FOYT
RACING TEAM

JIM GILMORE ENTERPRISES:
GILMORE BROADCASTING CORPORATION
WESTERN OHIO CABLEVISION
ANTHONY ABRAHAM CHEVY/CHEVROLET, MIAMI
JIM GILMORE CADILLAC, PONTIAC/DATSUN, KALAMAZOO, MICHIGAN
FLORIDA AUTO RENTAL, MIAMI/ORLANDO/TAMPA/FT. LAUDERDALE
GREEN TURTLE INN & GREEN TURTLE CANNERY, ISLAMORADA, FLORIDA
JIM GILMORE ENTERPRISE FARMS, RICHLAND, MICHIGAN
CONTINENTAL CORPORATION OF MICHIGAN

A.J. started in the No. 16 spot and moved up steadily to finish ninth.

He also drove the Hoover Special in four other events during the remainder of the season, failing to go the distance only in the Milwaukee 200-miler. In the other three, all 100-mile tests, he placed 11th at Trenton, ninth at Sacramento and seventh at Phoenix.

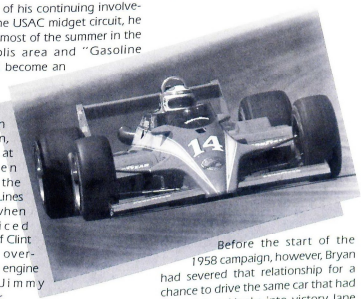
Because of his continuing involvement on the USAC midget circuit, he had spent most of the summer in the Indianapolis area and "Gasoline Alley" had become an irresistible magnet. On one visit late in the season, he paused at the open doors of the Dean Van Lines garage when he noticed Crew Chief Clint Brawner overhauling an engine from Jimmy Bryan's car.

"I invited him to enter," said Brawner, "And immediately discovered that he was more interested in the car than he was in the work I was doing on the engine."

"Crawl in, if you want to," Brawner suggested, "And see how it feels to you." A.J. didn't need any urging and—as soon as he squirmed into a comfortable position behind the steering wheel—Clint was impressed with Foyt's physical resemblance to Bryan, who was well on his way to winning the national driving championship for the third time.

"Powerful arms and shoulders gave him the appearance of a young bull, with many promising years of competition ahead of him."

"Powerful arms and shoulders gave him the appearance of a young bull, with many promising years of competition ahead of him," said Brawner. "But the thought of ever signing him as our driver never entered my mind at that time because we regarded Jimmy as a permanent part of the Dean team, still approaching the peak of his racing career."



Before the start of the 1958 campaign, however, Bryan had severed that relationship for a chance to drive the same car that had carried Sam Hanks into victory lane the previous year. And Al Dean quickly approved Brawner's selection of Foyt as Jimmy's replacement.

It was during the summer of 1957, too, that A.J. first met Tony Hulman, the late president of the Speedway, and their friendship developed quickly into what some associates described as a "mutual admiration society."

"He showed an immediate interest in everything I was trying to accomplish," Foyt recalls, "And he made me feel like one of the family."

"Tony attended almost all of the championship races and invariably had an encouraging word for me during the preliminary activities. In case of mechanical trouble or an accident, he usually was waiting for me at my garage—or the hospital—when I got there.

"And, when I won at Indianapolis for the fourth time in 1977, he rode around the race track with me in the pace car after the Victory Lane ceremonies were completed."

What a contrast that was, when compared with Foyt's rookie experiences at Indy in 1958!

Rain limited practice time severely that year on four of the first six days of May. Only a few trips around the course were necessary, however, for A.J. to discover why veteran drivers weren't going deeper into the corners. Each of the four turns, he learned, required a different "pattern" if they were to be negotiated smoothly at racing speed. And these "patterns" had to be modified from day to day—and often from hour to hour—to compensate for changes in the direction and velocity of the wind.

He passed the 115 miles an hour stage of his driving test on May 7, the "120" stage on May 8 and the "125" and "130" stages on the following day with his fastest lap at 131.502 miles an hour. After three more days of practice he was turning laps consistently at 140-141 miles an hour.

"But, as a driver approaches the 'zero hour' for a qualification attempt," Foyt says, "The steadily increasing tension is almost unbelievable. Then the pressure begins to subside on the warm-up laps and you concentrate on the job at hand."

Of the eight 1958 rookies successful in earning starting positions, Foyt was second fastest with a four-lap average of 143.130 for the No. 12 spot.

His hopes of making a good showing on Race Day, however, were wiped out early. After avoiding any contact with other contenders during the 15-car first-lap pile-up triggered by Ed Elisian and Dick Rathmann, he fell far behind the leaders on lap 21

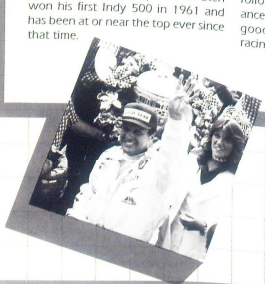
Above: Foyt driving the familiar No. 14 at Indy in 1981.

because of a 13 minute pit stop to repair a broken fuel pump. Then on lap 149, he hit an oil slick and spun into the grass between the No. 1 and No. 2 turns for a 16th place finish and prize money of only $2,969.

A.J. enjoyed better racing luck in championship events during the remainder of the campaign, finishing in the top 10 six times as he gained valuable experience while collecting a steadily increasing amount of prize money. After a disappointing 1959 season, however, he began looking for better equipment. George Bignotti, crew chief for the Bowes Seal Fast team, provided it and Foyt was on his way to the top.

A. J. then won his first Indy 500 in 1961 and has been at or near the top ever since that time.

Although clutch trouble forced him out of the 1960 "500" prior to the half-way mark, he scored his first USAC championship victory in a 100-miler at DuQuoin on Sept. 5. He also won the Hoosier Hundred, Sacramento and Phoenix events. These triumphs, combined with the points earned for finishing fourth or better on five other occasions, enabled him to succeed Rodger Ward as the national driving champion. A.J. then won his first Indy 500 in 1961 and has been at or near the top ever since that time.



In spite of their success together, Foyt and Bignotti often disagreed concerning the cause—and cure—of the inevitable problems which develop in racing. Finally, after a race at Trenton on July 22, 1962, A.J. "split" to team with Crew Chief Jack Beckley on the Hopkins team. But, during the next six races, neither Foyt nor Bignotti (with Bobby Marshman as his driver) ever managed to get into Victory Lane. Then, they were back together for the Sacramento 100-miler on Oct. 28 and Foyt won it.

When asked about the sudden reconciliation, Bignotti explained quite frankly: "We both decided it was better to fight all week and win on Sunday, than never to win at all."

Winning meant everything to A.J. On one occasion in 1963 he finished second at Springfield on Aug. 17 and second at Milwaukee on Aug. 18 to collect a large chunk of prize money. As he pulled into the garage area at the Indianapolis Speedway on the following afternoon, an acquaintance congratulated him for another good and profitable week-end of racing.

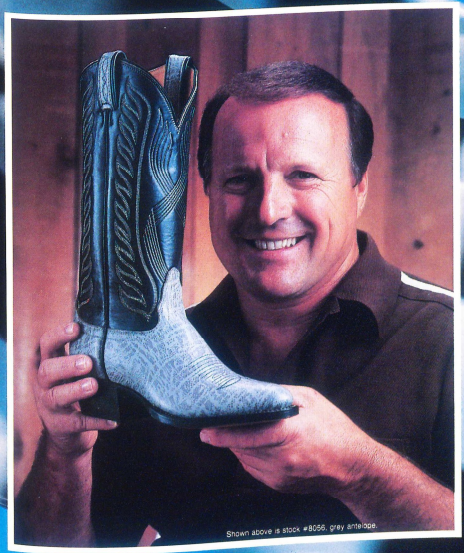
"What the hell's good about it?" Foyt exclaimed. "I got beat both times."

The final "split" with Bignotti occured after the 1965 campaign, when A.J. arranged for Ansted-Thompson sponsorship with Johnnie Pouelson as crew chief for 1966. Beginning in 1967, however, Foyt assumed complete responsibility for his racing activities with his father, A.J. Foyt, Sr., replacing Pouelson.

Sponsorship changed from Sheraton-Thompson and ITT-Thompson to Gilmore Racing in 1973, with Foyt continuing to set new all-time records regularly: only four-time Indianapolis winner (1961-64-67-77); only seven-time national champion (1960-61-63-64-67-75-79); and 158 victories in 679 USAC races of various classifications for an amazing winning percentage of 23.3.

Victories in five NASCAR 500-mile races, two "Firecracker 400" events and the "24 hours of LeMans" with Dan Gurney as co-winner provide ample evidence of his versatility. And he still is looking forward confidently to more triumphs.

Above: Foyt in 1957 racing sprint cars at Salem, IN.



Shown above is stock #8056, grey antelope.

WINNERS STICK WITH WINNERS

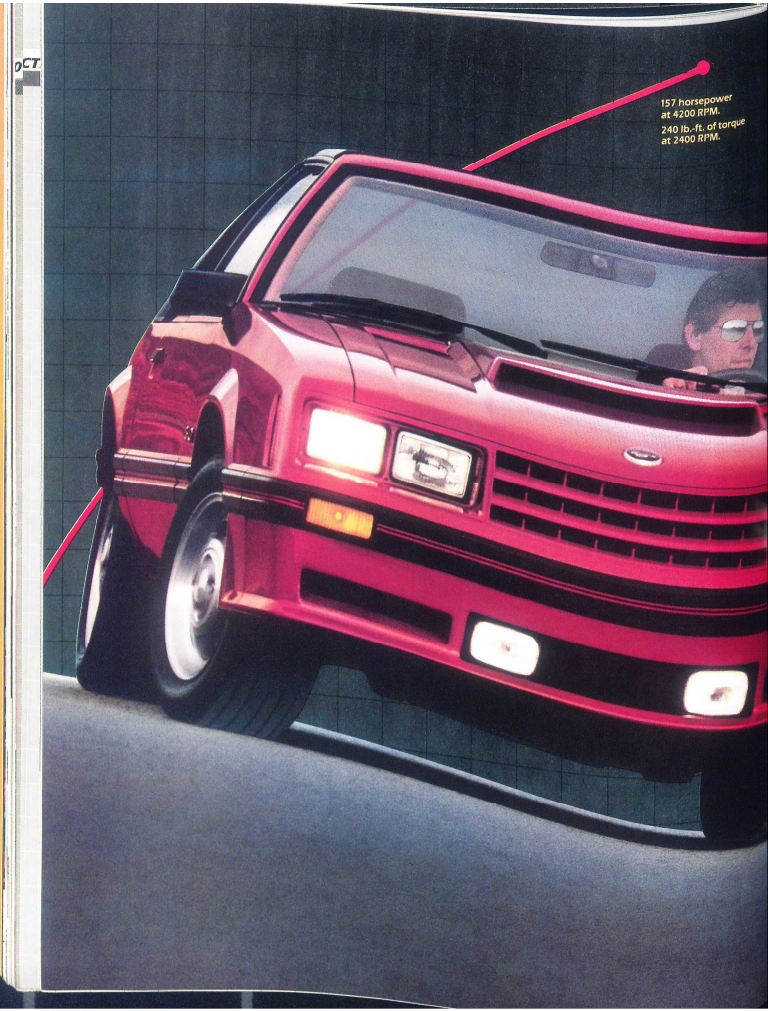
In auto racing there is only one driver that has won the Indy 500 a record 4 times. That driver is A.J. Foyt. In handcrafted, all leather, western boots there is only one brand that is recognized as America's favorite for style, quality and down-home comfort. That brand is Tony Lama.

Try on a pair at a Tony Lama dealer near you. You'll walk out a winner.

Tony Lama®

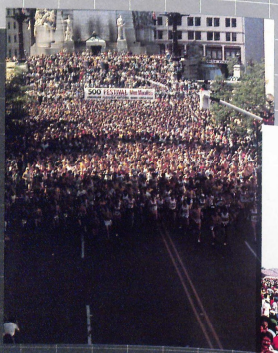
Tony Lama adds style to any lifestyle

TONY LAMA COMPANY, INC. • 1137 TONY LAMA ST. • EL PASO, TEXAS 79915


157 horsepower
at 4200 RPM.
240 lb.-ft. of torque
at 2400 RPM.

THE BOSS IS BACK
The word is out on your street. It's Mustang GT. Sharp, street smart and powerful. At its heart is a new 5.0 liter High Output engine that pumps out 240 lb.-ft. of torque at 2400 RPM.*
It's one of the meanest looking Mustangs we've ever built. But that's our opinion.
What it packs underneath that mean-looking hood is 157 horsepower. And that's a fact.
But for now we're parking the Boss and taking the time to watch some of the finest cars and drivers in the world.
But when the race is over...the Boss will be back.
Believe it.
*Net torque and horsepower as measured by SAE standard J245.
Seat belts save lives — buckle up.
FORD MUSTANG
FORD DIVISION
Ford
Mustang GT

Greatest Spectacle In Sports



RANTZ

500
INDIANAPOLIS
500

THE "A AMERICAN"

74

Update your checking account

A checking account from Indiana National is designed for today's lifestyles because it gives you greater access to your money—wherever you are. Only Indiana National offers three up-to-date checking services at no additional charge. Stop by your nearest Indiana National branch and update your checking account today.

***MoneyMover*® 24 Hour Teller offers around-the-clock banking at dozens of Indiana locations.**

When you're on the move and need cash, there's usually a *MoneyMover* teller nearby. With the touch of a few buttons you can get cash, make deposits or transfers, find out your balance or pay bills at any location in town. When you're out of town, you can always get cash wherever you see the familiar *MoneyMover* sign.

***Bank By Phone* means convenience, flexibility *and* savings.**

With *Bank By Phone* you can pay bills, transfer money between accounts and find out your balance* from any telephone, any time of the day, night or week. Over 4,000 local, state and national businesses accept *Bank By Phone* payments. You'll find you spend less time with bill-paying chores. And you'll save money on postage, checks and envelopes.

*Balance information from Touch-Tone® phones only.

***Passport*® Check Card works like a check and offers the convenience of a credit card.**

With this card you can pay with your checking account funds in thousands of places around town and around the world—even in places where checks aren't accepted. There are no annual fees or service charges. It's accepted wherever VISA® cards are honored, at thousands of banks and at dozens of *MoneyMover*™ 24 Hour Teller locations.

Indiana National
Pioneers in Banking

Member FDIC

QUALIFYING HEAT.

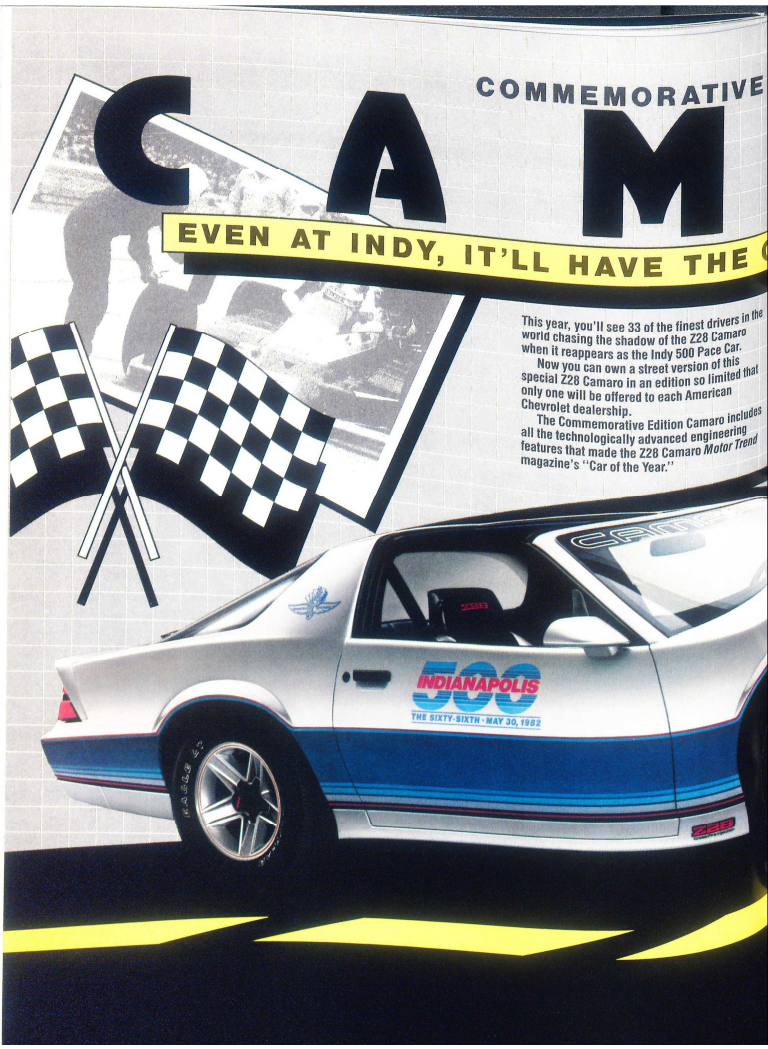
AC Fire Ring Spark Plugs. When you go with AC, you go with the hot one. AC's hot tip heats up fast. Fires hot. Helps resist fouling.

From start-up to ignition-off, ACs are designed for your daily qualifying heats . . . on the freeway, in city traffic or on country roads.

To promote performance and economy, ask for hot firin' AC Fire Ring Spark Plugs at your next tune-up. Available for most American-built cars and trucks. And most imports, too.

HOT FIRIN' COLD CRANKIN' DIRT FIGHTIN'
ROAD HANDLIN' MONEY SAVIN' HARD WORKIN'

AC-DELCO


COMMEMORATIVE
CAMARO
EVEN AT INDY, IT'LL HAVE THE
This year, you'll see 33 of the finest drivers in the world chasing the shadow of the Z28 Camaro when it reappears as the Indy 500 Pace Car.
Now you can own a street version of this special Z28 Camaro in an edition so limited that only one will be offered to each American Chevrolet dealership.
The Commemorative Edition Camaro includes all the technologically advanced engineering features that made the Z28 Camaro Motor Trend magazine's "Car of the Year."
INDIANAPOLIS 500
THE SIXTY-SIXTH · MAY 30, 1992
Z28

EDITION PACE CAR.

A R O

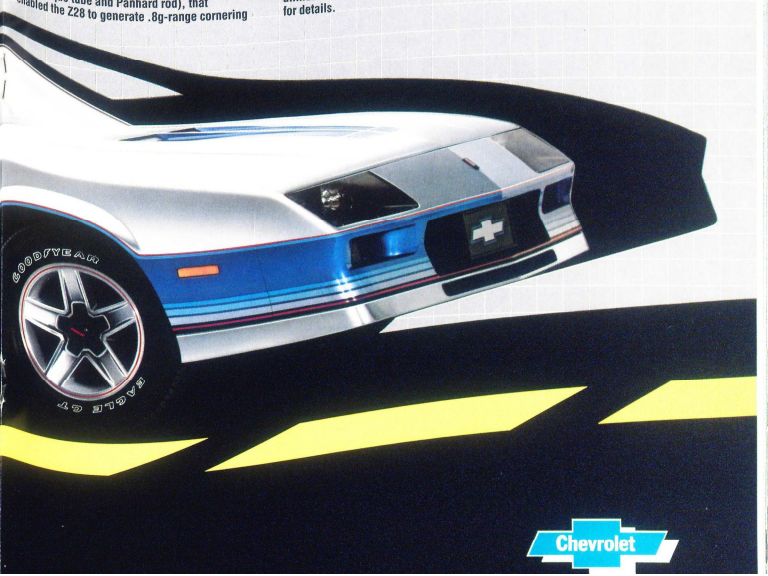
OMPETITION CHASING SHADOWS.

• Ground Effects technology, similar in theory to current Formula One practice, which literally pulls the car to the surface in some driving and road conditions.
• A 62-degree windshield rake, which helps the Z28 achieve a .369 coefficient of drag, even with downforce-inducing air dam and spoiler.
• Totally redesigned suspension, front (MacPherson-strut-based) and rear (coils, trailing links, torque tube and Panhard rod), that enabled the Z28 to generate .8g-range cornering power on GM skid pads.
• A healthy 305 CID version of the smallblock V8 can be equipped with optional new dual Cross-Fire fuel injection. (Not available in Calif.)

The Commemorative Edition Pace Car Z28 Camaro. At Indy, it'll have the competition chasing shadows.

Some Chevrolets are equipped with engines produced by other GM divisions, subsidiaries, or affiliated companies worldwide. See your dealer for details.

GM
MARK OF EXCELLENCE



Chevrolet

Justice Brothers Who are those guys?

Innovative Justice Brother's technology leads the way in the automotive chemical industry. Justice Brother's research and manufacturing experience are committed to serving the consumer by supplying quality products.

For example, in 1952 the Justice Brothers pioneered and originated the world's first Automatic Transmission Stop-Leak.

In 1977, another major breakthrough was introduced - the development of a chemical cleaning product for the car's emission control system.

Every product is tested to do the job it's supposed to do. Justice Brother's money-back guarantee assures you that your car will be benefited by a particular Justice Brother's product or it costs you nothing.

Justice Brothers supply many of America's top companies with industrial lubricants and cleaners, from their complete line of industrial products.

Justice Brothers manufacture a complete line of motorcycle products which are used by motorcycle champions around the world.

Trucks and heavy equipment run cooler and last longer, thanks to products from the Justice Brothers fleet product line.

So whether it be a car, motorcycle, truck, heavy equipment, or industrial machinery, Justice Brother's products help them operate longer and more efficiently.

If you are interested in learning more about Justice Brothers, write to:

Justice Brothers, Inc.
Dept. IP
941 W. Huntington Dr.
Monrovia, CA 91016

JUSTICE BROS. JB Quality PRODUCTS

©1982 Justice Brothers, Inc.

Crane's New Econo-Power™ Cams... RIGHT FOR TODAY!

Suddenly, it's 1982 and the word "performance" has taken on a whole new meaning. Not just brute horsepower, but engine response, vehicle agility and overall "finesse" from your daily transportation.

Whether you drive one of the new breed of performance cars, mini-trucks, 4x4's, imports or even a sluggish sedan, a Crane Econo-Power cam can deliver the performance and fuel economy you want.

If spirited, responsive driving with sensible fuel economy is your idea of today's performance car or truck, then an Econo-Power cam is your bottom-line answer. Ask for race-bred and proven Econo-Power cams... Thriftmaster, Thriftmaster-Plus, Gripper or Blazer, at your Crane Cams dealer today!

Recent tests prove that Crane Econo-Power cams outperform and out-economize all other performance/economy cams! Write today for details.

TM-Trademark

CRANE LIFTERS DELIVER MAXIMUM PERFORMANCE!

Racing's best mechanics say: 'Always install new lifters on any new cam." For quality hydraulic or mechanical lifters, on Crane.

ECONO-POWER T-SHIRTS, $8.00 VALUE, JUST $4.00!

Buy any Crane Econo-Power cam and get this four-color t-shirt for only $4.00 U.S. cash or postal money order. Just send us the end label from your cam (or proof of purchase), your size (S, M, L, XL), and mailing address. Offer expires Dec. 31, 1982. Void where prohibited.

CRANE Cams®

P.O. Box 160
Hallandale, FL 33009
305/457-8888

CC-265

Indianapolis Motor Speedway

A Race Course, plus...

The Indianapolis Motor Speedway invites you and your family to visit the magnificent Hall of Fame Museum and enjoy our many other accommodating facilities during your stay here at the Capital of Motor Sports. The Hall of Fame Museum is open everyday of the year (except Christmas Day) from 9 am to 5 pm, and bus tours around the track are also available when the course is not being used for competition or test purposes. Comfortable guest rooms are available at the Speedway Motel, which also features fine dining and a cocktail lounge. Golf on an 18-hole course adjacent to the track and a 9-hole course inside the track is available to guests, as is swimming in season. A modern Gift Shop and the "500" Photo Shop are located within the Hall of Fame, and ticket information for the "500" is available daily.

Phoenix International Raceway — Warner Hodgdon & Dennis Wood, Principals
Richmond Fairgrounds Raceway — Warner Hodgdon & Paul Sawyer, Principals
Nashville International Raceway — Warner Hodgdon & Gary Baker, Principals
Bristol International Raceway — Warner Hodgdon & Gary Baker, Principals
North Wilkesboro Speedway — Warner Hodgdon & Enoch Staley, Principals

NATIONAL ENGINEERING COMPANY
Energy Research and Development Group
Warner Hodgdon Racing

TEXACO
FUEL SAVING FORMULA
HAVOLINE
SUPREME
MOTOR OIL
API-SF/CC
SAE 10W-30
TEXACO
FUEL ECONOMY TESTED
HAVOLINE
SUPREME
MOTOR OIL
SAE 10W-40
"Protection and improved mileage make Havoline Supreme."
Tom Sneva
Championship race driver
TEXACO
You can trust your car to the products with the Star.

Bignotti : Tuned for 7th Victory

A big-time race driver without his chief mechanic is like Arturo Toscanini without his baton or an army without a commanding general.

So it is in auto racing. And although they are usually in the background, it's the chief mechanics who are usually the key to success or failure—especially in the premier events such as the Indianapolis 500.

Only a relatively few have tasted success at the Speedway. Those who have, generally concede a healthy portion of luck helped them into Victory Lane.

Most of the time a driver will give the credit to his crew—first and foremost to the chief mechanic—the man responsible for it all, from bolts to nuts to pit work and race day strategy.

The late Lou Moore was successful at Indy because the moment he unpacked his cars in Gasoline Alley, they were ready to run. No surprise, then, that his mechanical monsters won five times, including three in a row in the late 1940s with Mauri Rose and Bill Holland at the wheel of the famous Blue Crown Spark Plug Specials.

Bignotti, one of the most knowledgeable racing experts, is still at it.

Cars prepared by Jean Marcenac, Cotton Henning and A. J. Watson have won four times and they, too, have become Indy legends.

But only one master mechanic has prepared six winners—a record that may stand forever. George Bignotti made his first Victory Lane visit with another legend in his own time, A. J. Foyt, in 1961, repeated with Foyt three years later, and also won with Graham Hill, twice with Al Unser and the last time with Gordon Johncock in 1973.

And Bignotti, one of the most knowledgeable racing experts, is still at it, for the simple reason his racing fever, the challenge it poses year in and year out, never faded.

Oh, sure, he retired once; for about a month. Then it was back to the grind, with a new team and still another new challenge.

Bignotti, a San Franciscan, got there the hard way. He grew up during the depression, managed a service station when not attending high school, but racing wasn't on his mind then.

"I was interested in metals," he likes to recall. So he studied to become a shipfitter. Eventually, he went to work in shipyards at Oakland.

"I worked myself up from beginner to superintendent," he said. "I had charge of the night shift. We were building Navy ships."

Then World War II broke out and an interest in racing, which he developed just before war broke out, went on a "hold." When the fighting was over, Bignotti felt it was time for another career change.

"When the war was over I felt like racing. I decided I didn't want the shipyards anymore and went into racing full time," he said. "I built a couple of midgets in my spare time while at the shipyards. I campaigned around the Bay area. I bought a couple of midgets from Frank Kurtis and ran them seven days a week."

Occasionally, Bignotti drove himself. Such notables as Freddie Agabashian, Johnny Boyd, Bob Veith and Bob Sweikert drove for him on the Bay City Racing midget circuit.

From midgets he turned to modifieds and in the mid-1950s he had his first taste of Indy-type championship racing, helping Agabashian on the Merz Engineering Team owned by the late Miklos Sperling.

Bignotti got into champ racing for good when he bought a roadster from Sweikert in late 1955. The following year he came to Indianapolis on his own, with a Kurtis-designed car and his own specifications. It was a Bowes Seal Fast Special and Boyd was his first Indy driver. Bignotti was owner and chief mechanic.

"After I saw those balloons go up the first and second time, I decided that's where I want to race"

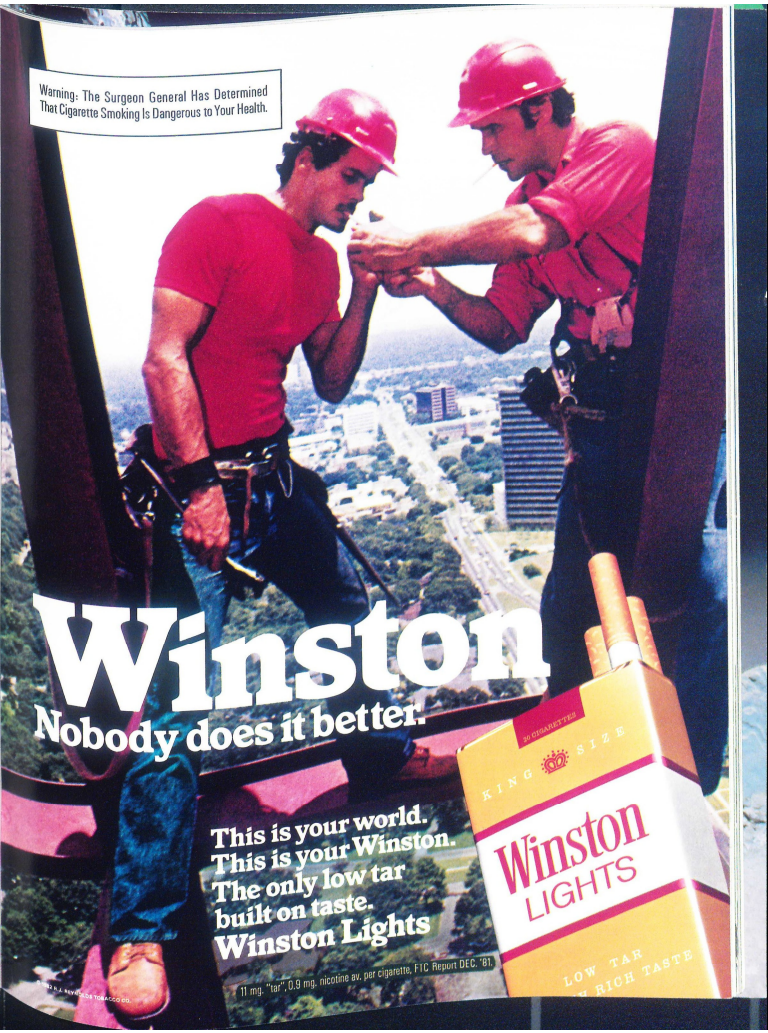
"Boyd qualified for the second row pole," recalled Bignotti. "He ran as high as second or third, but we were eliminated early in the race with an oil leak. We then went to Milwaukee and broke the track record."

Bignotti was hooked on Indy.

"After I saw those balloons go up the first and second time (just before the field blasts off for the race), I decided that's where I want to race," he said.

Just a few years later, in 1961, Bignotti hit the jackpot, with Foyt the winning driver. The Speedway's only four-time champion repeated with Bignotti in 1964, then the rookie

Above: Bignotti talks with driver Tom Sneva.


Warning: The Surgeon General Has Determined That Cigarette Smoking Is Dangerous to Your Health.
Winston
Nobody does it better.
This is your world.
This is your Winston.
The only low tar
built on taste.
Winston Lights
11 mg. "tar", 0.9 mg. nicotine av. per cigarette, FTC Report DEC. '81.
20 CIGARETTES
KING SIZE
Winston
LIGHTS
LOW TAR
RICH TASTE

Pentax takes 'em like they're standing still.

Pan shot at 145.16 MPH with a Pentax ME Super. Unretouched.

Today, a 35mm Pentax ME Super Camera may be just the machine to catch its namesake, #21, "The Pentax Super." They're both built for exceptional performance and speed.

On manual, its 1/2000 shutter speed has what it takes to perform like a pro. But automatic is all you'll need to catch the winning smile of our driver—'81 CAN-AM Champ Geoff Brabham.

Look for a Pentax to be in the winner's circle, no matter what it takes.

PENTAX

© 1982 Pentax Corporation. All rights reserved.
35 Inverness Drive East, Englewood, Colorado 80112

Hill was the winner in a Bignotti-prepared car, followed by Unser's back-to-back victories in 1970-71 and with Johncock in the rain-shortened race of 1973.

Oddly enough, the impatient Bignotti almost left champ car and Indy competition before he ever made his name. "I was accustomed to winning in midgets," he said. "Jud Larson won the championship dirt race for me in 1958 at Sacramento. That year I said to myself if I didn't win Indianapolis, maybe I should get out of it."

In 1964, Foyt/Bignotti won 10 of 11 races—a record not duplicated.

But he stuck it out, built some new cars for 1959 that didn't do too well, and some more the next year, with Foyt driving for him.

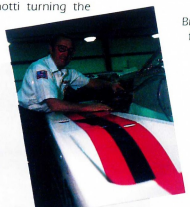
And when the talented Texan won his first race for Bignotti, he was completely sold on Indy. "Winning that race for the first time gives you a great deal of satisfaction," he said. "I had led the race several times, including with Boyd in 1958."

But winning with Foyt was "kinda nice," he allowed, especially since he felt Foyt was a good driver and had most of his career still ahead of him.

Bignotti and Foyt cleaned up on the champ circuit, Foyt winning the national title four times with Bignotti alone. One year, in 1964, Foyt/Bignotti won 10 of 11 races—a record not duplicated. In the 11th race Foyt had clutch problems and settled for third money.

Other famous drivers for Bignotti included Rodger Ward, who later won Indy twice for Watson, and Mario Andretti, winner in 1969. Ten years ago Unser took second for Bignotti, Joe Leonard third and Andretti, who ran out of fuel, placed eighth.

Wally Dallenbach won the California 500 with Bignotti turning the wrenches and Unser was first with him in the Porono 500 in 1972 but a penalty left him third.



Then Bignotti was hired by Pat Patrick and stayed until mid-1980 when he sold out to the Indianapolis oilman and went into retirement—for a few weeks.

Chicago businessman Dan Cotter wanted to get into racing and Bignotti was his man. They formed a corporation in January of last year and signed Tom Sneva as their driver.

"If I can win one more time, I think that would be it . . . it would be unbelievable. I think it would satisfy me the rest of my life.

They got started late at Indy last spring and despite logging the fastest qualifying speed, Sneva started 20th in the field. True to form, it didn't take Sneva long to worm through the field and grab the lead. But the hot pace had taken its toll and the car retired after 96 laps and finished 25th.

Still, they won Milwaukee and Phoenix last year and led more races than any other car. And Bignotti headed into the new season with 81 championship victories alone to his credit.

The team again is a formidable one with two new March/Cosworth cars: the Texaco Star for Sneva and the Pentax Super for Geoff Brabham, who placed fifth as a rookie here last May.

"The first Indy race we won was the greatest thrill I had, but there's something about Indianapolis; it's a thrill you can't surpass," an awed Bignotti said. "If I can win one more time, I think that would be it . . . it would be unbelievable. I think it would satisfy me the rest of my life.

"Then, maybe I'd go into semi-retirement and let somebody else be chief mechanic. I've been chief mechanic long enough."

BIGNOTTI'S "500" WINS

Year	Driver
1961	A. J. Foyt
1964	A. J. Foyt
1966	Graham Hill
1970	Al Unser
1971	Al Unser
1973	Gordon Johncock

MILK

THE DRINK OF CHAMPIONS

Over the past six years, milk has powered the "Fastest Rookie" at the Indianapolis 500. Josele Garza took the honors in 1981, and will be looking for the checkered flag this year. Like the champions—let milk put you in the winner's circle every day!

Your local Indiana Dairy Farmer

HOMETOWN: Woodstock, VT
BIRTHDATE: 7/15/38
HEIGHT: 5'10"
WEIGHT: 180 lbs.
WIFE: Andrea
CHILDREN: William III, Andrew Jackson
INDIANAPOLIS STARTS: 1
BEST FINISH: 11th (1981)

BILL ALSUP

Bill is a former USAC Mini-Indy series champion who first came to Indianapolis in 1979, but failed to make the race. He was named the USAC Championship division "Rookie of the Year" in 1980, and started his first Indianapolis 500 in 1981 finishing 11th after qualifying for the 7th starting position. He also finished 2nd in points in the CART series in 1981.

HOMETOWN: Nazareth, PA
BIRTHDATE: 2/28/40
HEIGHT: 5'6"
WEIGHT: 138 lbs.
WIFE: Dee Ann
CHILDREN: Michael, Jeffrey, Barbara Dee
INDIANAPOLIS STARTS: 16
BEST FINISH: 1ST (1969)

MARIO ANDRETTI

Mario is a veteran of 16 Indianapolis 500's and is a former "Rookie of the Year" (1965) and winner (1969). He is a three-time USAC National Champion and won the World Grand Prix championship in 1978. In 1981 Mario started 32nd and moved up quickly to lead 12 laps of the race. He finished second, only 5 seconds behind winner Bobby Unser.

HOMETOWN: Monrovia, IN
BIRTHDATE: 11/18/41
HEIGHT: 5'9"
WEIGHT: 160 lbs.
WIFE: Wavelyn
Children: Gary, Cary and Todd (twins)
INDIANAPOLIS STARTS: 13
BEST FINISH: 3rd (1980)

GARY BETTENHAUSEN

Gary's best finish in 13 Indianapolis starts came in 1980 when he started 32nd and finished 3rd. He is a former USAC Dirt car champion and a two-time USAC Sprint car champion. Last year at Indianapolis he started 11th and ran 69 laps before a broken connecting rod forced him out of the race.

HOMETOWN: Speedway, IN
BIRTHDATE: 10/30/51
HEIGHT: 5'10-1/2"
WEIGHT: 190 lbs.
WIFE: Shirley
CHILDREN: Bryn
INDIANAPOLIS STARTS: 1
BEST FINISH: 7th (1981)

TONY BETTENHAUSEN

A brother to Gary, Tony was the USAC Championship division's "Rookie of the Year" in 1979. He started his first Indianapolis 500 in 1981 and qualified for the 16th starting position. He was flagged after 195 laps and finished 7th. He drove in 10 other Championship car events in 1981.

HOMETOWN: Winchester, IN
BIRTHDATE: 10/31/39
HEIGHT: 5'9-1/2"
WEIGHT: 165 lbs.
MARITAL STATUS: Divorced
CHILDREN: Donald, Alan, Becky Bee
INDIANAPOLIS STARTS: 8
BEST FINISH: 6th (1977)

TOM BIGELOW

Tom currently holds the USAC record for most sprint car wins and is also active in the dirt car and midget divisions. He has driven in eight consecutive Indianapolis 500's, and last year started 14th. Engine failure forced him out after 152 laps and he finished 19th.

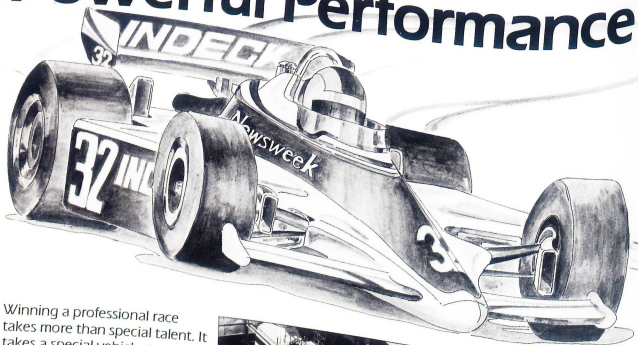
HOMETOWN: San Clemente, CA
BIRTHDATE: 3/20/52
HEIGHT: 5'11"
WEIGHT: 150 lbs.
WIFE: Roseina
INDIANAPOLIS STARTS: 1
BEST FINISH: 5th (1981)

GEOFF BRABHAM

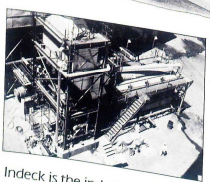
Last year Geoff showed signs of inherited talent from his father Jack, a three-time World Grand Prix champion. He won the SCCA Can-Am series championship and started his first Indianapolis 500. He qualified for the 15th starting position at Indianapolis and was flagged after 197 laps in Indianapolis and was flagged after 197 laps in 5th place. He is currently 2nd in the USAC Gold Crown point standings.

"500" Veterans

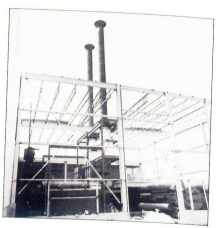
Designed and Built For Powerful Performance



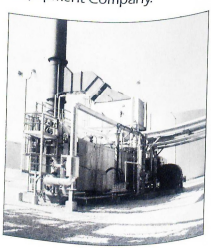
Winning a professional race takes more than special talent. It takes a special vehicle, too...one designed and built for powerful performance. At Indeck Power Equipment Company, we have just that...in the car we race all over the country, and the steam plants we build all over the world.



On the race tracks in this year's Indy Car Circuit...on the sites of major industrial concerns, look for the leader in powerful performance. Indeck Power Equipment Company.



Indeck is the industry leader in steam plant design and construction. We have a professional sales, technical and engineering staff that can do it all...from helping determine your energy needs to training your operating personnel. Indeck also maintains the world's largest inventory of package boilers, parts and accessories...enabling us to complete any project in a time that beats the competition cold.



"WORKING BEST UNDER PRESSURE FOR YOU"

INDECK
a FORSYTHE COMPANY

Indeck Power Equipment Company • 1075 Noel Avenue • Wheeling, Il. 60090
(312) 541-8300 • Telex 28-3544

HOMETOWN: Coldwater, MI
BIRTHDATE: 2/20/59
HEIGHT: 5'9"
WEIGHT: 155 lbs.
MARITAL STATUS: Single
INDIANAPOLIS STARTS: 1
BEST FINISH: 16th (1981)

SCOTT BRAYTON

Scott is a promising young driver who is the son of a former USAC Championship driver Lee Brayton. He drove his first Championship car race at Phoenix in 1981, then passed his rookie test at Indianapolis and qualified for the 29th starting position. A broken half-shaft put him out of his first "500" after 173 laps and he finished 16th.

HOMETOWN: Brownsburg, IN
BIRTHDATE: 6/11/50
HEIGHT: 5'10"
WEIGHT: 170 lbs.
WIFE: Carla
CHILDREN: Duane Carl
INDIANAPOLIS STARTS: 8
BEST FINISH: 4th (1975)

PANCHO CARTER

Pancho is a former "Rookie of the Year" at Indianapolis and in the USAC Championship division. He has driven in the last eight Indianapolis 500's, and last year started 10th, but completed only 63 laps due to engine failure. In the CART series he won the Michigan 500 and was third in points.

HOMETOWN: Dana Point, CA
BIRTHDATE: 4/21/58
HEIGHT: 5'7"
WEIGHT: 170 lbs.
MARITAL STATUS: Single
INDIANAPOLIS STARTS: 1
BEST FINISH: 12th (1981)

MICHAEL CHANDLER

Michael was successful in the Mini-Indy series in 1979 and 1980, and drove his first Championship car event at Ontario in 1980. He qualified for his first Indianapolis 500 in 1981 and started 25th. He finished 12th after completing 192 laps.

HOMETOWN: Redondo Beach, CA
BIRTHDATE: 3/31/56
HEIGHT: 5'11"
WEIGHT: 150 lbs.
MARITAL STATUS: Single
INDIANAPOLIS STARTS: 1
BEST FINISH: 4th (1981)

KEVIN COGAN

Kevin comes from a successful Formula Atlantic background. He made large strides in Championship car racing in 1981 and qualified for his first Indianapolis 500, starting from the 12th position. He drove a good race and finished 4th after completing 197 laps.

HOMETOWN: Marietta, OH
BIRTHDATE: 9/8/38
HEIGHT: 5'9"
WEIGHT: 175 lbs.
WIFE: Linda
INDIANAPOLIS STARTS: 9
BEST FINISH: 9th (1969)

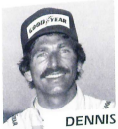
LARRY DICKSON

USAC's only three-time Sprint car champion, Larry has competed in the Championship division since 1965. Last year at Indianapolis he started 19th and encountered engine failure after 165 laps and finished 18th. He is also a strong competitor in the Dirt car division.

HOMETOWN: Los Angeles, CA
BIRTHDATE: 3/16/50
HEIGHT: 5'8"
WEIGHT: 170 lbs.
MARITAL STATUS: Single
INDIANAPOLIS STARTS: 1
BEST FINISH: 31st (1980)

DICK FERGUSON

Dick competed in the USAC Mini-Indy series for two seasons prior to his first Championship race in 1979. He completed his driver's test at Indianapolis in 1979, and started 15th in the 1980 Indianapolis 500. He was involved in an accident on the 10th lap of the race, and last year did not attempt to qualify.



HOMETOWN: Gardena, CA
BIRTHDATE: 7/22/44
HEIGHT: 6'
WEIGHT: 175 lbs.
MARITAL STATUS: Separated
CHILDREN: Lynette, Shannda, Adrienne
INDIANAPOLIS STARTS: 2
BEST FINISH: 10th (1981)

DENNIS FIRESTONE

Dennis is a former Mini-Indy champion and has been a competitor in the Championship division since 1979. He first drove at Indianapolis in 1980, and last year qualified for the 28th starting position and finished 10th.

HOMETOWN: Houston, TX
BIRTHDATE: 1/16/35
HEIGHT: 5'11"
WEIGHT: 200 lbs.
WIFE: Lucy
CHILDREN: A. J. III, Terry Lynn, Jerry
INDIANAPOLIS STARTS: 24
BEST FINISH: 1st (1961, 64, 67, 77)

A. J. FOYT

A four-time Indianapolis winner and seven-time USAC National Champion, A. J. has competed in a record 24 Indianapolis 500's. He leads all drivers in USAC Championship victories, and at Indianapolis leads in total earnings. He has led in 12 races at Indy and started from the pole position four times. Last year he started 3rd and finished 12th.

HOMETOWN: Mexico City, Mexico
BIRTHDATE: 3/15/59
HEIGHT: 6'1"
WEIGHT: 165
MARITAL STATUS: Single
INDIANAPOLIS STARTS: 1
BEST FINISH: 23rd (1981)

JOSELE GARZA

This popular driver from Mexico gained experience in the Mini-Indy series in 1980. He came to Indianapolis last year and qualified for the 6th starting position. He led 13 laps of the race before an accident in turn three eliminated him and he finished 23rd. His performance earned him "Rookie of the Year" honors.

HOMETOWN: Lafayette, IN
BIRTHDATE: 3/3/44
HEIGHT: 5'9"
WEIGHT: 160 lbs.
MARITAL STATUS: Single
INDIANAPOLIS STARTS: 1
BEST FINISH: 24th

PETE HALSMER

A veteran of the Mini Indy series, Pete's first Championship start came in 1980 at Ontario. He passed his rookie test and was bumped at Indianapolis in 1980, and he qualified for his first "500" last year. He started 29th, and after an accident in turn three on lap 124 he finished 24th.

HOMETOWN: Ann Arbor, MI
BIRTHDATE: 12/14/49
HEIGHT: 5'5"
WEIGHT: 135 lbs.
MARITAL STATUS: Single
INDIANAPOLIS STARTS: 1
BEST FINISH: 7th (1979)

HOWDY HOLMES

Howdy gained much of his race experience in the Formula Atlantic and Mini-Indy divisions. He came to Indianapolis in 1979 and was the only rookie qualifier. His "Rookie of the Year" award was well deserved as he started 13th and finished 7th. He did not attempt to qualify at Indianapolis in 1981.

HOMETOWN: Coldwater, MI
BIRTHDATE: 8/25/36
HEIGHT: 5'7"
WEIGHT: 150 lbs.
WIFE: Lynda
CHILDREN: Peggy, Wally, Patsy, Pamilee, Gordon
INDIANAPOLIS STARTS: 17
BEST FINISH: 1st (1973)

GORDON JOHNCOCK

In 17 career Indianapolis 500 starts, Goody has finished in the top 10 nine times. He won the rain shortened race in 1973, and was the USAC National Champion in 1976. Last year he started 4th and led 57 laps of the race before fuel pump failure on lap 178 put him out, and he finished 29th.

HOMETOWN: New Cumberland, PA
BIRTHDATE: 4/29/41
HEIGHT: 5'11"
WEIGHT: 175 lbs.
WIFE: Linda
CHILDREN: James, Donna Lee, Scott
INDIANAPOLIS STARTS: 6
BEST FINISH: 13th (1975)

JERRY KARL

Jerry has competed on the Championship car level since 1969. His first Indianapolis 500 came in 1973, and last year he finished 15th after starting from the 31st position. He has now competed in a total of six Indianapolis 500's.

HOMETOWN: Bloomington, IN
BIRTHDATE: 12/9/42
HEIGHT: 6'2"
WEIGHT: 190 lbs.
WIFE: Suzie
CHILDREN: Justin Kyle
INDIANAPOLIS STARTS: 6
BEST FINISH: 6th (1981)

SHELDON KINSER

Sheldon is a two-time USAC Sprint car champion. He started his 6th Indianapolis 500 in 1981. After qualifying for the 23rd spot, he was flagged on his 195th lap and finished 6th, his best finish ever at Indianapolis.

HOMETOWN: Northville, MI
BIRTHDATE: 7/14/45
HEIGHT: 5'8"
WEIGHT: 140 lbs.
WIFE: Victoria
CHILDREN: Jennifer
INDIANAPOLIS STARTS: 1
BEST FINISH: 29th (1981)

TOM KLAUSLER

Tom has worked his way up through the SCCA Can-Am series and the Mini-Indy series, and last year came to Indianapolis. He passed his rookie test and qualified for the 30th starting position. Gear box failure after 60 laps forced him out and he finished 29th.

HOMETOWN: Dana Point, CA
BIRTHDATE: 7/7/46
HEIGHT: 5'11-1/2"
WEIGHT: 145 lbs.
MARITAL STATUS: Single
INDIANAPOLIS STARTS: 10
BEST FINISH: 4th (1978)

STEVE KRISILOFF

Steve started 9 consecutive Indianapolis 500's, beginning in 1971. He missed the 1980 race, but returned last year and qualified 17th. He drove 194 laps and finished 18th, which was his fourth top ten finish here at Indianapolis.

COMPETING THROUGH INNOVATIVE TECHNOLOGY

As one of the world's leading manufacturers of sophisticated medical products, Intermedics has a lot in common with auto racing. Competition, high technology, innovation, and the motivation to improve the "state of the art." High performance auto racing closely matches the fast moving world in which the development of advanced medical products takes place.

And auto racing, like the world of high technology medical products, symbolizes a commitment to be on the leading edge —the basic ingredient for truly meaningful progress.

Intermedics is a diversified manufacturer of medical products, including cardiac pacemakers, implantable intraocular lenses, disposable surgical products, nerve and muscle stimulators, orthopedic implants and biomedical materials and devices.

For more information about Intermedics contact Director of Corporate Communications or V.P. of Investor Relations, Intermedics, Inc., P.O. Box 617, Freeport, TX 77541, (713) 233-8611.

Intermedics Inc.™
Our Business is Life

HOMETOWN: Vail, CO
BIRTHDATE: 12/22/38
HEIGHT: 6'2"
WEIGHT: 165 lbs.
WIFE: Diana
CHILDREN: Buddy, Wendy, Joe
INDIANAPOLIS STARTS: 1
BEST FINISH: 19th (1981)

BOB LAZIER

Bob started his racing career in 1968 and gained much of his experience with the SCCA. He drove his first Championship race at Phoenix in 1981, and started his first Indianapolis 500 last May. He started 13th and finished 19th after engine failure on lap 154.

HOMETOWN: Bakersfield, CA
BIRTHDATE: 12/3/51
HEIGHT: 5'10"
WEIGHT: 190 lbs.
WIFE: Dina Lynn
CHILDREN: Clint, Cole
INDIANAPOLIS STARTS: 4
BEST FINISH: 1st (1979)

RICK MEARS

Rick has started the last four Indianapolis 500's, including 1979 when he started from the pole and won. In 1981, he led one lap before a pit fire forced him out of the race and he finished 30th. He was the CART series champion last year winning six races.

HOMETOWN: Arlington, TX
BIRTHDATE: 2/18/28
HEIGHT: 5'11"
WEIGHT: 195 lbs.
WIFE: Shirley
CHILDREN: Vicky, Shirley
INDIANAPOLIS STARTS: 15
BEST FINISH: 3rd (1966)

JIM McELREATH

Jim has started 15 Indianapolis 500's and has finished in the top ten 6 times. He was the 1962 "Rookie of the Year" here, and was USAC Champion ship division runner up in 1966. In 1980 he was the oldest driver ever to compete at Indianapolis and is currently 12th in total winnings at the Speedway of the active drivers.

HOMETOWN: Fallbrook, CA
BIRTHDATE: 12/13/46
HEIGHT: 5'7"
WEIGHT: 140 lbs.
WIFE: Alice
CHILDREN: Michael II
INDIANAPOLIS STARTS: 14
BEST FINISH: 3rd (1979)

MIKE MOSLEY

A veteran of 14 Indianapolis classics, Mike qualified his Stark Enterprises Eagle for the mid-dle of row one in the 1981 "500", which was his best start ever at Indianapolis. He completed only 16 laps as engine failure forced him out of the race.

HOMETOWN: Santa Ana, CA
BIRTHDATE: 5/21/42
HEIGHT: 5'11-1/2"
WEIGHT: 175 lbs.
MARITAL STATUS: Single
INDIANAPOLIS STARTS: 5
BEST FINISH: 4th (1979)

DANNY ONGAIS

Danny had the third fastest qualifying speed at Indianapolis in 1981. He started 27th and led four laps of the race before a serious crash in turn three eliminated him from the race and from any competition for the remainder of the 1981 race season.

HOMETOWN: Indianapolis, IN
BIRTHDATE: 8/26/44
HEIGHT: 5'8"
WEIGHT: 160 lbs.
INDIANAPOLIS STARTS: 7
BEST FINISH: 5th (1977)

JOHNNY PARSONS

Johnny has been runner-up in both the dirt and midget divisions of USAC, and has driven the Championship car circuit since 1969. He is the son of the 1950 Indianapolis 500 winner Johnnie Parsons, and has competed in seven Indianapolis 500's with his best finish a 5th in 1977. He did not make the starting field in 1981.

HOMETOWN: Ashland, OH
BIRTHDATE: 6/7/55
HEIGHT: 5'11"
WEIGHT: 160 lbs.
MARITAL STATUS: Single
INDIANAPOLIS STARTS: 2
BEST FINISH: 9th (1980)

TIM RICHMOND

Tim drove his first Championship race in 1979, and was selected the "Rookie of the Year" at Indianapolis in 1980. Last year he replaced George Snider as driver of the car qualified by Snider and he started 33rd. He drove 194 laps and finished 14th in his only Championship car start of the season.

HOMETOWN: Fort Worth, TX
BIRTHDATE: 3/12/38
HEIGHT: 5'11"
WEIGHT: 175 lbs.
WIFE: Betty
CHILDREN: John III, Angela Ann
INDIANAPOLIS STARTS: 18
BEST FINISH: 1st (1974, 76, 80)

JOHNNY RUTHERFORD

Johnny is a three-time winner of the Indianapolis 500, and has also started from the pole three times. He started 5th at Indianapolis last year and led three laps, but a broken fuel pump put him out after 2% laps.

HOMETOWN: Lincoln, NE
BIRTHDATE: 11/14/44
HEIGHT: 5'4"
WEIGHT: 150 lbs.
WIFE: Susie
CHILDREN: Laurie, Amy, Joe

JOE SALDANA

Joe has been a top competitor in several racing divisions of USAC. He passed his driver's test at Indianapolis in 1977 and a year later started his first Indianapolis 500 finishing 15th. He finished 16th in 1979, and has not made the starting lineup the past two races.

HOMETOWN: San Juan Capistrano, CA
BIRTHDATE: 9/21/33
HEIGHT: 5'8"
WEIGHT: 180 lbs.
WIFE: Dianne
CHILDREN: Robin, Timothy, Cindy, Teresa, Richard II, Leslie, Geoff
INDIANAPOLIS STARTS: 11
BEST FINISH: 13th (1972)

DICK SIMON

A former ski jumping and parachute champion, Dick has started 11 Indianapolis 500's. He began racing Championship cars in 1970, and that year he started his first "500". He started 11 consecutive races at Indy, but last year failed to make the starting line-up.

HOMETOWN: Whyalla, S. Australia
BIRTHDATE: 3/19/43
HEIGHT: 5'11"
WEIGHT: 162 lbs.
WIFE: Jenny
CHILDREN: Kerrin John, Paige Allison
INDIANAPOLIS STARTS: 4
BEST FINISH: 3rd (1981)

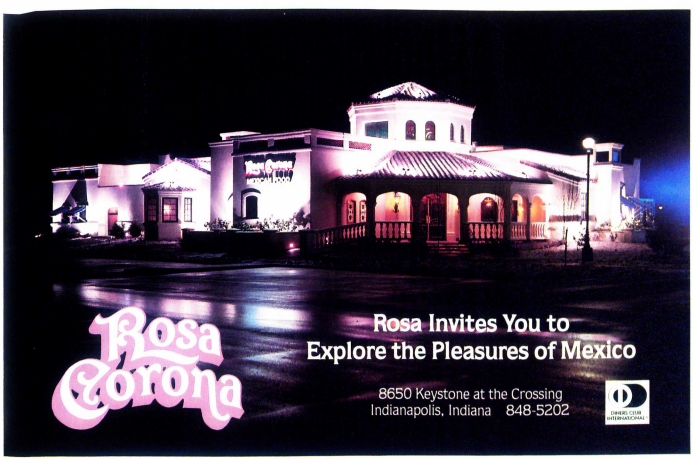
VERN SCHUPPAN

Vern is a veteran of the SCCA Can-Am series, and he first came to Indianapolis in 1976. The Australian driver finished 18th that year and was selected "Rookie of the Year". He finished 21st in 1979, and last year started 18th and drove well to finish third.

HOMETOWN: Grapevine, TX
BIRTHDATE: 4/21/49
HEIGHT: 5'10"
WEIGHT: 155 lbs.
WIFE: Barbara
INDIANAPOLIS STARTS: 2
BEST FINISH: 22nd (1981)

GORDON SMILEY

Gordon comes from a SCCA racing background and drove his first Championship race in 1980. He finished 25th in his first start at Indianapolis in 1980. Last year he started 18th and led one lap of the race before an accident in turn four put him out after 141 laps and he finished 22nd.



KRACO®

HIGH PERFORMANCE AT ITS BEST!

In the Products we Design.
In the Cars we Race.

KRACO®
CAR STEREO

KRACO ENTERPRISES, INC., 505 E. Euclid Ave./Compton, CA 90224 Call (213)639-0666 or Toll Free at (800)421-1910

HOMETOWN: Spokane, WA
BIRTHDATE: 5/23/49
HEIGHT: 6'
WEIGHT: 190 lbs.
WIFE: Kay
CHILDREN: Trevor John, Shelby
INDIANAPOLIS STARTS: 4
BEST FINISH: 10th (1977)

JERRY SNEVA

The younger brother of Tom, Jerry began his racing career in the Northwest driving stock cars. He qualified for his first Indianapolis 500 in 1977, and was selected "Rookie of the Year" with his 16th place finish. After four consecutive starts, he did not make the starting field last year.

HOMETOWN: Spokane, WA
BIRTHDATE: 6/1/48
HEIGHT: 5'11"
WEIGHT: 170 lbs.
WIFE: Sharon
CHILDREN: Joey, Amanda
INDIANAPOLIS STARTS: 8
BEST FINISH: 2nd (1977, 1978, 1980)

TOM SNEVA

Tom is the current one and four lap track record holder at Indianapolis, and he has started from the pole twice. Last year he was the fastest qualifier in the field, but started 20th. He led 25 laps of the race and went out after 96 laps due to clutch failure.

HOMETOWN: Houston, TX
BIRTHDATE: 1/8/40
HEIGHT: 5'10"
WEIGHT: 180 lbs.
WIFE: Debbie
CHILDREN: Kelly Dawn, George Benjamin
INDIANAPOLIS STARTS: 16
BEST FINISH: 8th (1975,78)

GEORGE SNIDER

George is a former USAC Dirt car champion and has started 16 Indianapolis 500's. He has finished in the top half of the field seven times and is in the top half of the Speedway's active driver earnings list. He qualified for the 1981 race but allowed Tim Richmond to drive his car in the race.

HOMETOWN: Coarsegold, CA
BIRTHDATE: 3/29/44
HEIGHT: 6'
WEIGHT: 171 lbs.
WIFE: Joyce
CHILDREN: Billy, Jr., John
INDIANAPOLIS STARTS: 12
BEST FINISH: 2nd (1973)

BILL VUKOVICH

Bill is currently 10th on the Speedway's all-time earnings list. He first qualified at Indianapolis in 1968 when he was selected "Rookie of the Year" for his 7th place finish. He did not start last year's "500", but in 1979 and 1980 he drove from 34th to 8th and 30th to 12th, respectively. He was runner-up in the USAC Championship point standings in 1979.

Introducing the other speedway in town: The Indy 800.

It's ten laps around a phone dial or ten taps on the push buttons: (800) 752-5861.

It's the toll-free number of the computerized Sales Service Center of Anaconda-Ericsson's Wire and Cable Division here in Indianapolis.

It's the fastest, easiest, most accurate way for customers in utility, mining and industrial markets to buy or specify electrical wire and cable.

Anaconda-Ericsson is a leader in the manufacture of electrical wire and cable, as well as telecommunication cable and equipment.

You may never need our Indy 800 number, but if your company ever does, you'll be glad a fast lane's always open. For more information call our 800 number or (317) 253-3505.

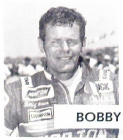
Anaconda Ericsson

Anything less costs more.

HOMETOWN: Albuquerque, NM
BIRTHDATE: 5/29/39
HEIGHT: 5'11"
WEIGHT: 170 lbs.
WIFE: Karen
CHILDREN: Mary Linda, Debra Ann, Al, Jr.
INDIANAPOLIS STARTS: 16
BEST FINISH: 1st (1970, 71, 78)

AL UNSER

Al has started 16 races at Indianapolis and is a three-time winner. He won the USAC National Championship in 1970. Last year at Indianapolis he started 9th but was plagued with engine problems most of the race and he finished 17th.



HOMETOWN: Albuquerque, NM
BIRTHDATE: 2/20/34
HEIGHT: 6'
WEIGHT: 170 lbs.
WIFE: Marcia
CHILDREN: Bobby Jr., Lindy, Robby, Jeri
INDIANAPOLIS STARTS: 19
BEST FINISH: 1st (1968, 1975, 1981)

BOBBY UNSER

Bobby won his third Indianapolis 500 in 1981. He started on the pole for the second time in his career and he led 89 laps of the race. It was his 19th start at Indianapolis and the sixth time he has finished in the top five.

HOMETOWN: Ft. Lauderdale, FL
BIRTHDATE: 9/11/49
HEIGHT: 6'
WEIGHT: 195 lbs.
WIFE: Pat
CHILDREN: Keely, Nerrissa
INDIANAPOLIS STARTS: 2
BEST FINISH: 21st (1981)

BILL WHITTINGTON

Bill started racing in the IMSA-GT series in 1978. He and his brother Don came to Indianapolis in 1980 and started their first "500". Last year Bill qualified late, but posted the 5th fastest speed in the field. He finished 21st after engine failure on lap 146.

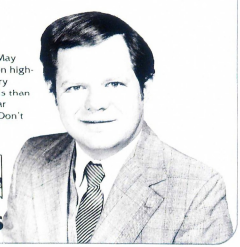
HOMETOWN: Ft. Lauderdale, FL
BIRTHDATE: 1/23/46
HEIGHT: 6'
WEIGHT: 175 lbs.
WIFE: Sherry
INDIANAPOLIS STARTS: 2
BEST FINISH: 13th (1980)

DON WHITTINGTON

Don started racing with his brother Bill in 1978, driving in the IMSA-GT series. They both qualified at Indianapolis in 1980, and Don finished 13th. Last year, Don started 26th but an accident in turn two put him out after 32 laps.

The News Specialists take an inside look at the event of the year! The Indianapolis 500

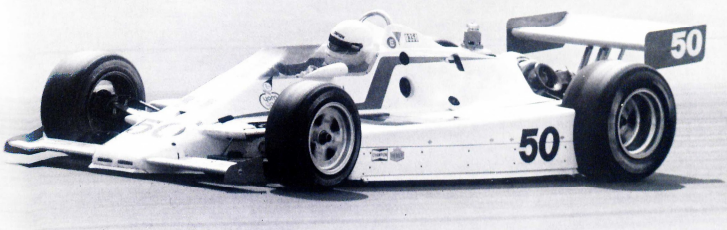
NewsCenter 13 brings you the "voice of the 500", Paul Page. Daily live coverage from the track. Special features nightly in the award-winning NewsCenter 13 newscast, featuring wrap-up reports by Paul Page twice in each cast. Weekend time trial reports. Live action from track side, both Saturday and Sunday, May 15-16 and May 22-23. Qualification highlights with live interviews with very special guests. Many more specials than ever before. The station of the year brings you the event of the year! Don't miss it!



NewsCenter 13 WTHR

The News Specialists

TEST ILFORD XP1. YOU'RE ON THE RIGHT TRACK.



The speed, the action, the contrasts of the track make it a perfect place to shoot XP1.

Start by exposing ILFORD XP1 at its standard 400 ASA rating. You'll see three dramatic improvements over ordinary film. Finer grain. Exceptional sharpness. And far more shadow and highlight detail.

At 400 ASA, ILFORD XP1 provides the image perfection and fine grain of a 100 ASA film.

Drop your ASA setting to 200 or 100 ...right in mid-roll.

The results will surprise you.

Unlike conventional film, ILFORD XP1 becomes virtually grain-free when overexposed. Your prints will have incredible sharpness and long-scale tone reproduction. They'll look like you shot them with a large-format camera.

Remarkably, ILFORD XP1 lets you change ASA settings in mid-roll. And with standard processing, produce an entire roll of beautifully printable negatives. The potential for contrast control is astounding.

Your negatives will "see" more.

Conventional film can go just so far in recording the brightness range of a scene. You're forced to expose for either the dark areas, the highlights or the mid-range.

With ILFORD XP1, you're in control. Its unprecedented exposure latitude and unique tonal range handle a spread of subject brightnesses that would be out of the reach of conventional films. So you'll capture images you've never been able to photograph.

A choice of processing.

For the ultimate in fine grain, tone reproduction and sharpness, process XP1 in your own darkroom in just 15 minutes with ILFORD XP1 Chemistry. Or have it processed commercially in C-41 Chemistry with consistently excellent results.

ILFORD XP1 is available in 35mm 20 and 36 exposure rolls. Or in 17 and 30 meter long rolls. And ILFORD XP1 Chemistry is available in convenient sizes for professional and amateur use.

For the name of your nearest Ilford dealer, call toll-free 800-631-2522 between 9am and 3pm, Monday through Friday. In New Jersey, call (201) 265-2742.

ILFORD XP1
It makes the impossible possible.

INDIANAPOLIS 500
THE SIXTY SIXTH MAY 30, 1982

SUPPLIER OF BLACK AND WHITE PHOTOGRAPHIC PRODUCTS TO THE INDIANAPOLIS 500, 1982.

HOMETOWN: Clermont, IN
BIRTHDATE: 2/27/45
HEIGHT: 5'10"
WEIGHT: 170 lbs.
WIFE: Gena
CHILDREN: Blane

STEVE CHASSEY

Steve has compiled an excellent record in the USAC Sprint car division, and also competes in the Dirt and Midget car events. He passed his driver's test at Indianapolis last year and was bumped after qualifying at a speed over 185 mph. He competed in 8 Championship races last year.

HOMETOWN: Eau Claire, WI
BIRTHDATE: 3/4/53
HEIGHT: 6'
WEIGHT: 148 lbs.
MARITAL STATUS: Single

HERM JOHNSON

Herm worked his way up in racing through Super Vee competition. He shared the 1977 Mini Indy title with Jean Rigby. In 1979 he drove his first Championship car race at Milwaukee and finished 18th. He passed his driver's test at Indianapolis in 1980, and last year qualified, but was bumped and he was first alternate.

HOMETOWN: Dayton, OH
BIRTHDATE: 3/17/50
HEIGHT: 6'
WEIGHT: 165 lbs.
MARITAL STATUS: Single

CHIP MEAD

Chip has come from a Formula Atlantic and IMSA racing background. He drove his first Championship car race in 1980, and last year passed his driver's test at Indianapolis, but failed to make the starting line-up. He drove in three Championship car events in 1981.

HOMETOWN: Bakersfield, CA
BIRTHDATE: 3/24/47
HEIGHT: 5'9"
WEIGHT: 160 lbs.
WIFE: Carol
CHILDREN: Roger, Casey

ROGER MEARS

Roger gained most of his racing experience in much the same manner as his younger brother Rick in off-road competition. He drove his first Championship race at the Ontario 500 in 1978 and finished 6th. He passed his driver's test at Indianapolis in 1980, but failed to qualify for the "500" in either of the past two years.

HOMETOWN: Columbus, OH
BIRTHDATE: 1/10/53
HEIGHT: 6'1"
WEIGHT: 175 lbs.
WIFE: Debi

BOBBY RAHAL

Bobby's racing experience includes SCAA, IMSA and Formula Atlantic competition. He has also competed in the Formula One Grand Prix Series. The past two seasons, he has concentrated on the Can-Am series and endurance racing in the IMSA-GT series. He co-drove to victory in the 1981 Daytona 24 hours.

HOMETOWN: Mexico City, Mexico
BIRTHDATE: 2/5/56
HEIGHT: 5'6"
WEIGHT: 145 lbs.
WIFE: Aurorina A. Alonso

HECTOR REBAQUE

Hector began racing in his home country, Mexico. He moved up through Formula Ford and Formula Atlantic racing, and has competed on the Formula I circuit since 1977. The last two seasons he has raced Formula I for the Brabham team.

Rookies

HOMETOWN: Louisville, KY
BIRTHDATE: 3/9/50
HEIGHT: 6'
WEIGHT: 165 lbs.
MARITAL STATUS: Single

DANNY SULLIVAN

Danny has been racing since 1972 and has experience driving in Formula III, Formula II and Formula Atlantic events in the U.S. and Europe. Since 1980 he has concentrated on the SCCA Can-Am series and Formula Atlantic races, and has yet to start a Championship car race.

HOMETOWN: Indianapolis, IN
BIRTHDATE: 7/26/50
HEIGHT: 5'8"
WEIGHT: 165 lbs.
WIFE: Emily

RICH VOGLER

Rich is the only driver to win both the USAC Sprint and Midget division titles in the same year – 1980. He also won the Midget title in 1978 and is highly competitive in the Dirt car division. He passed his rookie test at Indianapolis in 1980, and last year made an attempt to qualify for the "500", but did not have enough speed.

HOMETOWN: Bartlett, TN
BIRTHDATE: 10/26/55
HEIGHT: 6'3"
WEIGHT: 140 lbs.
MARITAL STATUS: Single

SAMMY SWINDELL

Sammy is a versatile young driver who has had outstanding success racing sprint cars. Since 1976 he has accumulated 314 feature victories around the country, and last year he captured the World of Outlaws Sprint title with 28 victories and set 18 new track records. This season is his first attempt in Championship car racing.

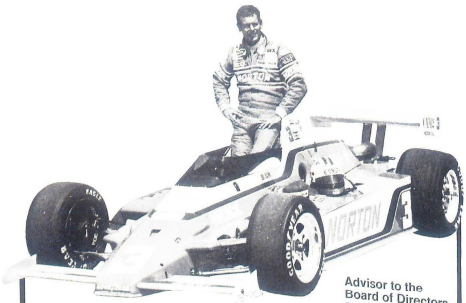
HOMETOWN: Ditton, England
BIRTHDATE: 11/26/53
HEIGHT: 5'5"
WEIGHT: 128 lbs.
HUSBAND: Alan

DESIRE WILSON

Born in South Africa, Desire is the second woman ever to be entered as a driver for the Indianapolis 500. Janet Guthrie was the first woman to do so in 1976. She has experience driving in Formula Ford, Formula Atlantic, and endurance racing circuits, and was the first woman to win a Formula One Aurora series event in 1980. She drove in the 1981 South African Grand Prix for the Tyrell team, and has yet to start a Championship car race.

Indianapolis "500" Mile Race Pace Cars

Year	Pace Car	Driver
1911	Stoddard Dayton	Carl G. Fisher
1912	Stutz	Carl G. Fisher
1913	Stoddard Dayton	Carl G. Fisher
1914	Stoddard Dayton	Carl G. Fisher
1915	Packard "6"	Carl G. Fisher
1916	Premier "6"	Frank F. Smith
1919	Packard V 12	Col. T. G. Vincent
1920	Humson V 16	Barney Oldfield
1921	H C S "6"	Harry C. Stutz
1922	National "8"	Barney Oldfield
1923	Duesenberg	Fred S. Duesenberg
1924	Cole V 8	Leo Peppion
1925	Beechcraft "8"	Capt. E. V. Rickenbacker
1926	Chrysler "8"	Louis Chevrolet
1927	LaSalle V 8	"Big Boy" Roesler
1928	Marmon	Joe Dawson
1929	Studebaker	George Hunt
1930	Cord V 8	E. T. Cord
1931	Cadillac	"Big Boy" Roesler
1932	Lincoln	Ethel Ford
1933	Chrysler	Byron Foy
1934	LaSalle	"Big Boy" Roesler
1935	Ford V 8	Harry Mack
1936	Packard	Tommy Milton
1937	LaSalle	Ralph DePalma
1938	Hudson	Stuart Katz
1939	Buick	Charles Chayne
1940	Studebaker	Harry Hartz
1941	Chrysler	A. B. Couture
1946	Lincoln V 12	Henry Ford II
1947	Buick	George W. Mason
1948	Cunningham	Wilbur Shaw
1949	Oldsmobile	Wilbur Shaw
1950	Mercury	Benson Ford
1951	Chrysler	Dave Wallace
1952	Studebaker	P.O. Peterson
1953	Ford	William C. Ford
1954	Dodge	William C. Newberg
1955	Oldsmobile	J. D. Rollins
1956	DeSoto	J. J. Wood, Jr.
1957	Mercury	E. L. Beatty
1958	Pontiac	Sam Hanks
1959	Buick	Sam Hanks
1960	Oldsmobile	Sam Hanks
1961	Ford Thunderbird	Sam Hanks
1962	Studebaker	Sam Hanks
1963	Corvair	Bernie Ford
1964	Ford Mustang	Phil Buckminster
1965	Plymouth Sport Fury	Bernie Ford
1966	Mercury Comet Cyclone GT	Mario Rossi
1967	Chevrolet Camaro	William C. Ford
1968	Ford Mustang Fastback	Jim Rathmann
1969	Chevrolet Camaro	Rodger Ward
1970	Oldsmobile 4-4-2	Elbert Palmer
1971	Dodge Challenger	Jim Rathmann
1972	Ford Gt	Jim Rathmann
1973	Cadillac Eldorado	Jim Rathmann
1974	Ford Gt	James Garner
1975	Buick V 8	Mary Fulbright
1976	Turbocharged Buick V 6	James Garner
1977	Oldsmobile Delta 88	Jim Rathmann
1978	Chevrolet Corvette	Jim Rathmann
1979	Ford Mustang	Lorne Stewart
1980	Pontiac Turbo Trans Am	Jeanne Parsons
1981	Buick Regal V 6	Dave Nahon
1982	Chevrolet Camaro Z 28	Jim Rathmann



Advisor to the
Board of Directors
Bobby Unser

MECHANICAL
INDUSTRIES

Shown is a seat belt buckle made by Mechanical Industries exclusively for Simpson Sport. This shows the variety of stampings, assembly through riveting, screw machine parts and other phases of manufacturing.

MECHANICAL INDUSTRIES

8900 N. 51st Street • Milwaukee, Wisconsin 53223 • 414/354-8070

"SNEAKERS", the official mascot of
1982 National Sports Festival, admire
Chevrolet Camaro Z-28 Pace Car on
at the Speedway's Hall of Fame Mus
The National Sports Festival comes
Indianapolis July 23-31.

For additional Progra
please send $4.00
plus $1.50 for
postage and handlin

500 Gift Shop
P. O. Box 24152
Speedway, IN 4622

WRIST ACTION DEFINED

Any old watch can tell time. This tells it all. The Quartz Digi-Ana COMBO from Citizen. It goes where other combination watches haven't dared to go. It's what we mean by getting the most out of time.

One will get you six.
Not one, but six separate functions. Count 'em. The time. The calendar. The alarm. The chime. The timer. The 1/100 second stopwatch. What more could a wrist ask for?

It'll do double time.
Set the analog and digital displays separately, and keep track of different time zones. That's the beauty of the COMBO.

The push-button age.
Five in all. One to stop or start. Another to select. Another to set or reset. Change your mode. Adjust your analog. Press on!

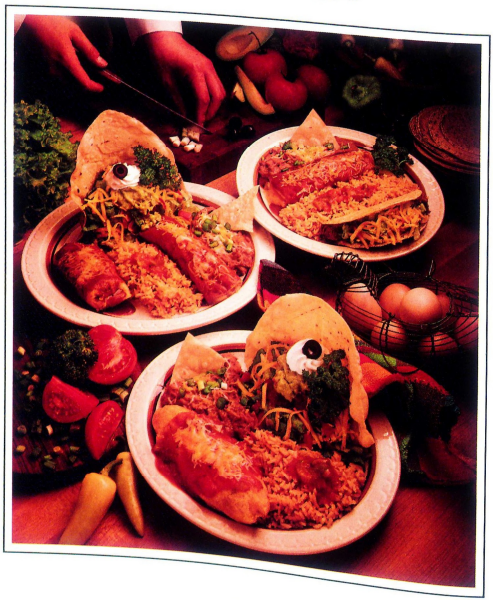
Set in no time at all.
The hands rotate as quickly or slowly as you want them. So you can adjust accurately without fuss. It's a lot simpler than it looks.

WE'RE MAKING THE MOST OF TIME.

CITIZEN

Ask for Combo at your local jewelry stor

From South of the Border with Taste.



RESTAURANT
EL TORITO
& CANTINA
EST. 1954

DINERS CLUB INTERNATIONAL®

8920 Wesleyan Road • Indianapolis, Indiana • 317/875-0571

1952

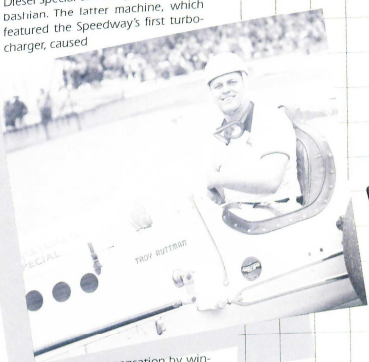
It will be thirty years ago this May that Troy Ruttman became, at 22, the youngest driver ever to win the Indianapolis "500".

The massive Ruttman, who stood six foot three and at the time weighed 240 pounds, was both the tallest and heaviest winner the race ever had, his huge frame accentuated further in appearance by the fact that his cockpit seat straddled the drive shaft of an Eddie Kuzma-built "dirt" car. Wearing an old peakless "pudding basin" style helmet and dressed in a white short-sleeved Mobil knit shirt with a red collar, the still boyish-looking Ruttman looked almost top-heavy in his red and cream Agajanian Special.

It was the last time a car of this type would win.

Much of the race had been led by Bill Vukovich, driving a car designed and built by Frank Kurtis, which would quickly revolutionize the appearance of Indianapolis cars. Kurtis relocated the engine to the left side and the driver, instead of straddling the driveshaft, now sat next to it, thus lowering the center of gravity by several inches. The entire body was offset on its axles to the left, providing superior handling qualities for the turns. The car was referred to as a "roadster", a term which remains in racing jargon to this day, and which would appear to be somewhat of a misnomer. Actually, it started as a nickname based on a remark that it strongly resembled the custom sports cars Kurtis was building for street use.

Kurtis had two "roadsters" at Indianapolis in 1952, one being Vukovich's Offenhauser-powered car owned by Howard Keck, and the other, the crowd-pleasing Cummins Diesel Special driven by Freddie Agabashian. The latter machine, which featured the Speedway's first turbocharger, caused



a sensation by winning the pole position with a record qualifying speed of 138.010 miles per hour, but the cumbersome 3,200 pound weight—compared to roughly

Above: Troy Ruttman

How to cut down the grunts and groans on hundreds of repair jobs.

If you've ever broken a rusted nut or bolt you know it can turn a simple repair job into a nightmare.

CRC 5-56 is a great penetrant that will break loose those frozen nuts and bolts. It's also a great lubricant. And a great moisture fighter that can help start wet engines.

To make repair jobs easier for you and less costly, just follow these easy steps.

1 *Loosening frozen nuts and bolts.* Spray CRC 5-56 on rusty nuts and bolts, muffler clamps and tail pipe clamps, and wheel lugs. Its superior penetrating power quickly cuts through rust and corrosion . . . even in places you couldn't ordinarily see or reach.

When completing repair job, spray 5-56 on nuts and bolts to prevent rust and corrosion from starting. Then on your next job, it will be easier and faster to remove nuts and bolts.

2 *Keep linkage, hinges, or any moving parts running smoothly.* Spray 5-56 on linkage to keep things running better. CRC 5-56 lubricates for smooth action with a long lasting uniform film. Eliminates need for many more difficult disassembly jobs. And stops the annoying squeaks and squeals.

3 *Battery protection.* Spray 5-56 on battery terminals and battery cables. CRC 5-56 contains specific corrosion inhibitors so your battery can continue to work at top efficiency.

4 *Start wet engines.* If moisture is keeping your engine from starting, spray 5-56 on wet ignition wires inside distributor. It lifts away moisture that causes electrical failure and dries wires and distributor.

Reach for the CRC chemical power tools.

High Performance CRC Chemicals

CRC CHEMICALS
885 Louis Drive
Warminster, PA 18974

1,800 for most of the other cars—ruined a set of tires during the ten mile run!

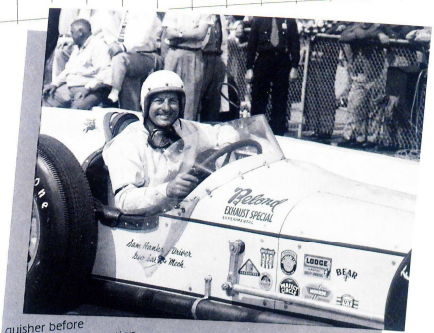
Agabashian's record stood for one week until it was broken first by Vukovich and finally by the amazing Chet Miller, who staged a dramatic last stand for the virtually extinct front-drive cars. Crouching over the wheel at a three-quarter angle to compensate for a permanently injured right arm, the near-50-year-old Miller, who wrecked a car at the Speedway two years before Ruttman was born, squeezed 139.034 miles per hour out of one of the heavy and mechanically plagued Novis.

Agabashian's heavy car made a balky start in the race as Jack McGrath sped from the outside of the front row to lead the first six laps. Vukovich came through from the middle of the third row to take the lead from McGrath, Ruttman chasing him.

The anticipated challenge from the Novis of Chet Miller and Duke Nalon failed to materialize. Agabashian gave up fourth place when a newspaper was sucked over the radiator of the Cummins Diesel, causing it to overheat. Alberto Ascari's valiant attempt with the factory-entered Ferrari came to an end when a wire wheel broke just as the Italian World Champion-to-be was about to climb to seventh.

It was left to Ruttman to try and catch Vukovich as everyone else except young Jim Rathmann fell far behind.

Ruttman led during Vukovich's first pit stop, but dropped to third when his car caught fire during his own refueling stop! He never left the cockpit, merely raising his hands to protect his face from a blast from a CO_2 extinguisher before roaring back into action.



By the time Vukovich made his second and final stop, he was close to lapping Ruttman for the second time, but a far superior stop by Agajanian's Clay Smith crew returned Troy to the lead lap.

Vukovich began to slow.

His steering was becoming tighter and tighter as Ruttman, averaging almost 132 miles per hour between 375 and 475 miles, was carving off more than one second per lap.

Just when it appeared that Troy's great effort would come up a few seconds short, a pin holding Vukovich's steering arm in place, broke under the strain. Only eight laps from the finish, and Vukovich had no alternative but to take the car out to the third turn wall and grind along the concrete to slow down, as the jubilant Ruttman backed off to win by four minutes over Rathmann.

The career of Ruttman's car was far from over. It qualified for each succeeding "500" until 1956, the last year in which any "dirt" cars made the lineup, and it was still being raced as a super-modified in the late 1960's. It has now been restored and is on display at the IMS Hall of Fame Museum, along with the Vukovich "roadster" (which won in 1953 and 1954), the Cummins Diesel, one of the Novis, and a twin sister to Ascari's Ferrari.

1957

George Salih, who was Lee Wallard's winning crew chief in 1951, took Frank Kurtis' "left side" concept a step further in 1957 and laid an Offenhauser engine on its side in a new chassis to lower the center of gravity even more. Salih went thousands of dollars into personal debt, believing he could sell the car in May, but prospective owners were suspicious of the radical design and Salih remained a reluctant car owner.

Sam Hanks, who had considered retiring as a driver after placing sec-

Above: Sam Hanks

ond in 1956, went along with Salih's gamble and insisted on driving the car.

Pat O'Connor and Troy Ruttman led the early stages, but Ruttman was sidelined early and O'Connor faded to the second half of the first ten. Through the field came Paul Russo, a second-day qualifier in a Novi, which was now housed in a Kurtis chassis with power delivered to the rear wheels. Behind him was Hanks.

A dramatic struggle of power and speed versus maneuverable handling qualities came into effect as the awesome power of Russo's tail-finned Novi would leave Hank's car in its wake on the straights, only to lose the advantage in the turns. Russo's car, which was later found to have a cracked frame, fell back and Hanks, hounded only by Jim Rathmann, went on to win. Rathmann, who started in the middle of the last row, led several laps at the mid-point and finished only 23 seconds behind Hanks.

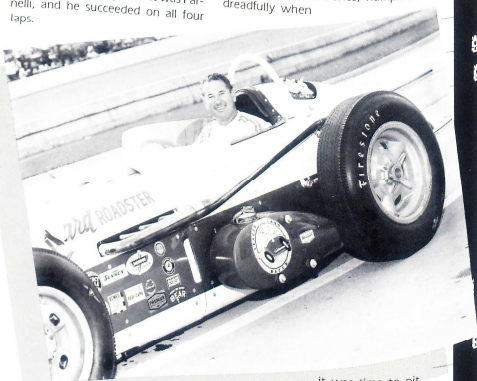
Hanks announced his retirement in Victory Lane and Salih decided that being a car owner wasn't so bad after all. He more than recovered from his debt, hired Jimmy Bryan, and after dodging a huge accident during the opening lap of the 1958 race, Bryan steered the Salih car to its second consecutive Indianapolis win.

Salih sold the car after the 1959 race, and it appeared annually until 1963, when it was repainted in its original livery and placed in the IMS Museum.

1962

Just about everybody expected Parnelli Jones to win the 1962 Indianapolis "500". The second-year Speedway competitor had taken the place by storm as a "rookie" in 1961, leading the race for a while, and was projected into a class by himself in 1962.

Driving an A. J. Watson-constructed "roadster" for J. C. Agajanian, the same man for whom Troy Ruttman had won ten years earlier, Jones discovered, quite by accident, a way to negotiate the track faster than anyone else. Several drivers unofficially broke the 150 mile per hour "barrier" during the practice session on the first qualifying day, but only one person managed a single "150" lap during qualifying itself. It was Parnelli, and he succeeded on all four laps.



Not surprisingly, Parnelli took off at the start and kept pulling further and further ahead. Rodger Ward, who started in the middle of the front row, was not entirely happy with the performance of his engine and found himself helplessly running fourth and fifth until other contenders fell by the wayside. By the halfway mark, except when pit stops shuffled the standings, Ward was established in second place, but a considerable distance behind Jones.

Parnelli began to slow!

Loss of brakes, and the necessity in those days of having to slow for the turns, was too much of a handicap for Jones to overcome. He bravely kept going, but steadily lost his great lead to Ward, eventually being passed at 300 miles. Ward and his delighted teammate, Len Sutton, went on to score a one-two finish for the Leader Card team, while Jones, hampered dreadfully when it was time to pit, never gave up and salvaged seventh place.

Ward's winning car of twenty years ago, along with Parnelli's, which won in 1963, are two of the most beautiful examples of A. J. Watson-built "roadsters" and, as with virtually every car mentioned in this article, may be seen by the general public in the Speedway's excellent Hall of Fame Museum.

Above: Rodger Ward

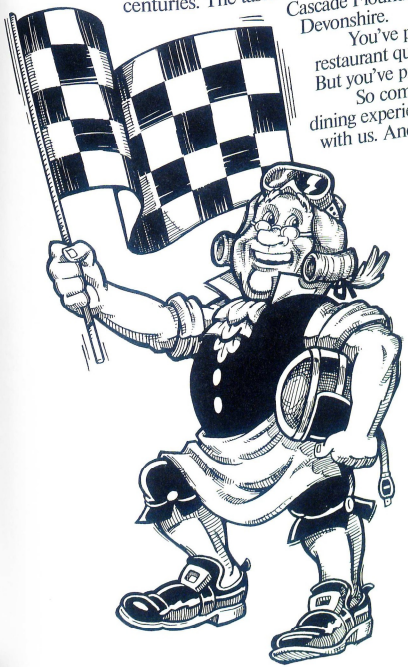
What a Finish! Dinner at the Tavern.

What could be more traditionally American than a day at Indy and an evening at the Tavern? So, after the race, come home to our place.

The Tavern combines an atmosphere that echoes our glowing past. A welcome that's warm and sincere. And the kind of taste that transcends the centuries. The tastes of delicious things like Barbecued Ribs, Cascade Flounder Amandine and Veal Devonshire.

You've probably never found a restaurant quite like the Tavern before. But you've probably always wanted to.

So come home to a rich American dining experience. You'll feel at home with us. And that's a promise.



JAMES TAVERN℠

8601 Keystone Crossing
844-7848

PRIDE...

Pride helped build America into the greatest nation on earth.

Pride helped build the Machinists Union into one of the largest, most progressive organizations for workers in the world today.

Now, that same pride is helping to build a new race team—the Machinists Union Racing Team. We're the only team on the championship racing circuit owned, operated and maintained by American workers.

Pride, tempered with patience, perseverance and determination, will one day help make the Machinists Union Racing Team one of the top contenders on championship race car circuit.

You can count on that. And you can count on us.

International Association of Machinists and Aerospace Workers, AFL-CIO
William W. Winpisinger, International President

"No guts.

You rarely win if you never risk losing. In other words, you don't often make that victory lap without having put a great deal of yourself on the line in the race leading up to it.

That's why Robert Bosch salutes the sublimely crazy sport of car racing, where the distance between heady success and stomach-churning disaster is often but a fingernail's breadth.

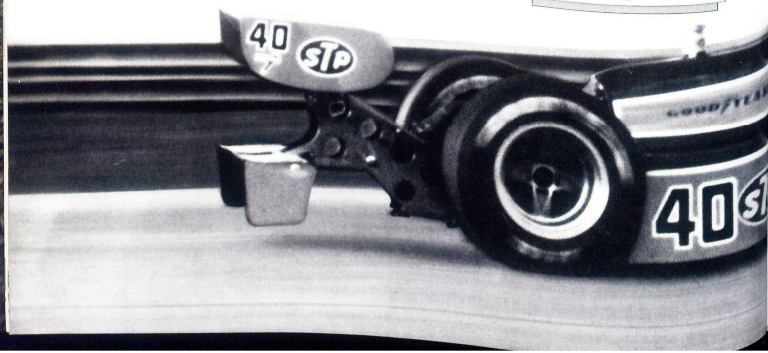
Geoff Brabham
1981 SCCA CAN AM Champion
in the VDS Lola.
Bosch Plugs, Ignition.

A millimeter to the right and you cross the finishing line to cheers and the checkered flag. One fateful millimeter to the left, however, and you could find yourself hurtling straight for the bales of hay, your backside planted in the eye of a hurricane of tearing metal and shredding tires.

Al Unser Jr.
1981 SCCA Super Vee Champion
in the Galles Ralt RT5.
Bosch Plugs, Distributor, Ignition.

At Robert Bosch we try to help everyone give of their best by offering *our* best. And because what we offer—spark plugs, ignition parts, fuel injection—is

Dave Cowart,
IMSA GTO Champion
in a BMW.
Used one engine for 5 races.
And won all 5!
Bosch Plugs, Fuel Injection,
Alternator, Ignition, Filters.



No glory."

so *very* good, it's a vital factor in the wins of many renowned drivers.

But while we doff our hats to the 'trackbusters', we never forget the everyday drivers. For if our equipment helps in the heat of battle on the circuit, it will surely come through in the daily jousts on the expressways.

Jacques Villeneuve
1981 Formula Atlantic Champion
Shierson Racing Team.
Bosch Plugs, Ignition.

So here's to you, drivers all. A round of applause from the folks who are there with you in every curve and every chicane, who help you leap from the starting grid, rocket through the straights, and roar in to a blazing finish.

Brian Redman
1981 IMSA GT Overall Champion
Cooke-Woods Chevy Lola.
Bosch Plugs.

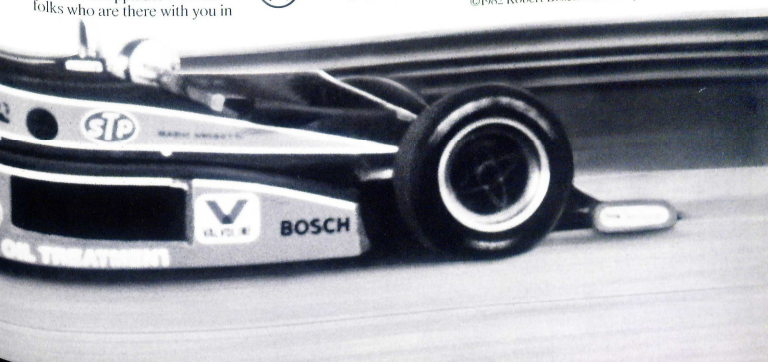
Robert Bosch, makers of some of the world's most precisely-engineered automotive equipment, says: "Way to go!"

Mario Andretti to Run 1982 Indy on Bosch Spark Plugs

Former Indianapolis 500 winner and Formula One World Driving champion Mario Andretti will be running in a Patrick Wildcat VIIIB powered by Robert Bosch spark plugs. His teammate Gordon Johncock will also be in a Patrick and, again, Bosch plugs will fire the 700 horsepower Cosworth Ford V-8 engines in both cars.

ROBERT BOSCH

©1982 Robert Bosch Sales Corporation



plenty of time to worry as well. But I doubt that he could have imagined what his job would be like if his speed were to be increased by 100 mph.

For that matter, I doubt that he could have imagined stepping down into a car as though it were a new pair of pants either. When I first tried on an Indy car the fit was not exactly what I had hoped, for the simple reason that the car in question was a hand-me-down, originally tailored for Dick Simon, a smiling trapezoid of a guy who happens to be about four inches shorter than I am.

Four inches in an Indy car makes just as much difference as four inches in a new suit.

In case you're wondering, four inches in an Indy car makes just as much difference as four inches in a new suit. There was so little legroom that my knees arched up tight against the wires and piping behind the dash. The steering wheel was down against my thighs, and my head poked up into the airstream far above the windshield. If I were to describe Indy cars from that first seating, I would say they feel much like tight shoes.

That's before they start rolling. My previous experience in open-wheeled cars had been confined to Formula Fords and SuperVee. They are delightfully flingable cars, light, quick and fun—the .22 calibers of the race-car world. The Indy car was heavy, and conspicuously lethal in the report of its engine and in the eye-searing fumes of its methanol exhaust. It seemed at the time to be a .357 magnum, and I've never gotten over that image. The power is vicious. The acceleration flattens the cheeks and squints the eyes. I don't see how anyone could ever say that driving it is fun.

Probably the rickety old Peugeot was not fun either, but it surely pummeled and kneaded its driver in less dramatic ways. Today's Indy car is a very effective centrifuge. I had expected that problem, and since I'm a notorious noodle-neck, I began an exercise program in early March. By the rookie trials, I could do two sets of 25 neck lifts with about eleven pounds tied to a strap around my head. But that was nothing compared to what the car asked of me.

By the end of the rookie orientation, I'd worked up to a speed where I feared I might lose the tug of war with the side forces. It felt as though some unseen demon was trying to unplug my head from my shoulders, to just bend it over and pull it out like some oversized pop bead. My speed was only 168 mph.

More exercise and a horse collar around my neck to support the bottom of the helmet prevented any neck problems in May. But then my arms began to tire from bracing against the steering wheel to hold myself in place. The crew narrowed the cockpit with formed aluminum and finished the job with hard styrofoam padding. The fit was so tight I could hardly breathe when sitting in the pits. But the side forces compressed me so much in the turns that a Wheaties box would have fit in the space that opened up on my left side.

At Indianapolis speeds, even the air is a force to be reckoned with. We could never get the windshield shape right. The draft overhead acted like a giant vacuum cleaner attempting to "hoover" me up out of the cockpit. But that was no discomfort at all compared with the turbulence behind another car. I remember one of the STP Wildcats easing past me on the back straight, as undramatic as a pass on I-465. To set up for Turn Three, he moved over, putting me squarely in his wake. The buffeting air wore boxing gloves; invisible blows hammered my helmet as if it were a light bag. I had to drop back to clear my vision and find the turn.

Speed is also the essence of Indianapolis. Speed is Number One at this place, and tradition is Number Two.

While all of this pushing, pummeling, and pounding is not, of itself, progress, it does give a very good indication of what driving is like out on the frontier of automobiledom. I'm here to report that man can drive that fast and still come home to dinner. He can still breathe beyond 180 mph. And still think, despite the stiff head wind. By contrast, routine motoring is a mindless process, not even beginning to tax our capability. Our bureaucrats and judges say it has to be that way. Maybe so. But I've never given up hope that society might place a bit more emphasis on speed in its automotive transit. Speed is more than just a passion of those who would race; it's the essence of transportation. If it weren't, we'd all save bags of money by walking.

Speed is also the essence of Indianapolis. Speed is Number One at this place, and tradition is Number Two; but Number One is so important that I never had much time to revel in Number Two.

I did, however, make one gesture in advance. Remembering that the heroic Indy cars of my youth were always called "specials" and named after their sponsors—the Bardahl Spl and Bowes Seal Fast Spl just to name two—I asked the car owner if we might do the same. He agreed and entered the Escort Radar Detector Spl., in my view a wonderful marriage of the present and the past. Not that it will be remembered long in the annals of history. More Number One was needed to become part of Number Two.

But this is another year. If we're lucky, the passage of time gives us another chance. And if we're really lucky, it gives us more speed.

It's a new deal...
The UNO® 1982 Winning Team

BUDDY BAKER
1980 Daytona 500 Winner (NASCAR) and Buddy Baker Fan Club P.O. Box 220972 Charlotte, NC 28222

UNO
America's most popular card game

SKIP-BO® and **O'NO 99™**
Favorites by the makers of UNO

THE DUKES OF HAZZARD® CARD GAME
Latest addition to the UNO team. A wild and wacky winner

Watch for these new games:
UNO Wild Tiles, Catchword
Groovin' Moovin' Cartoon Stamper

Number One in Fun!™

International Games, Inc.
One UNO Circle, Joliet, Illinois 60435

*Indicates Trademarks of Warner Bros. Inc. © 1981

UNO® SPECIAL OFFERS!

THE UNO® T-SHIRT
A fun message, quality material (50% cotton, 50% polyester) and fine workmanship all make our UNO® T-shirt a great buy. Also available with "UNO® Race Team" on back (specify "#1" after quantity on order form).
$4.95

THE UNO® BELT BUCKLE
Wear Number One. A big brass finish buckle featuring the UNO® playing card. Fits all belts.
$4.95

THE UNO® HAT—INCLUDES PATCH
Wear Number One on top where it belongs. Good looking and it's made of airflow material so it's cooler too.
$4.95

THE UNO® TOTE
The Number One carry-all. Features dural compartments and sturdy canvas construction. Decorated with your favorite cards. A large 13 x 11 x 5 bag it for only
$8.99

UNO® OLD FASHIONED GLASSES
The famous UNO® logo decorates this set of six 10½-oz. glasses. Make all your guests Number One!
$8.95

THE UNO® PATCH
Terrific for jackets, shirts, blouses, bags! Anything you want to say Number One. Measures 4" x 2"
$1.50

Mail to: PROMO INC., P. O. Box 2279, Joliet, IL 60434
Outside Continental U.S.A. add $1.50 for each order. All offers expire 3-31-83

	QTY		QTY	UNIT COST	SUB-TOTAL
UNO® T-SHIRT					
34-36 small		42-44 large		$4.95 each	
38-40 medium		46-48 X-large		$4.95 each	
UNO® HAT				$4.95 each	
UNO® OLD-FASHIONED GLASSES				$8.95 each	
UNO® BELT BUCKLE				$4.95 each	
UNO® TOTE-BAG				$8.99 each	
UNO® PATCH				$1.50 each	
			Shipping & handling		$1.00
			Ill. Residents add 6% sales tax		
			I enclose check or money order for		
			All orders shipped U.P.S. for your convenience		TOTAL

Name _____ (Please print)

Address _____

City _____ State _____ Zip _____

8

Looking at Tomorrow... Today

Although he didn't know it at the time, Ray Harroun achieved immortality for more than just winning the first 500-Mile Race and establishing the viability of the rear view mirror.

Harroun set off one of the greatest arguments in the automotive field. Does racing improve the breed? Or is it strictly show biz for the world's fastest billboards?

The story of Harroun, riding alone in his Marmom Wasp and mounting a rear view mirror so he could see the competitors behind him, has been told so often it has become part of the archives of history. It also established the precedent of regarding the Indianapolis Motor Speedway as a testing ground.

But that was 71 years ago. What about today, with its sophisticated life style, the age of computers and a street-wise population which believes only about half of what it sees and less than that of what it hears?

Is the "500" still a testing ground?

If you look at the numbers, it is, because manufacturers are committed to improving their products however, where ever and when ever they can. And that includes conception and development in the laboratory, and then in the field which is the race track.

Nobody ever has claimed in recent years that the race track replaces a laboratory or a proving grounds with its controlled conditions. But the race track is the final test, the one which

Ray Harroun in 1911—Looking Ahead.

In 1978, we gave the V-6 a shot of adrenaline. It hasn't been the same since.

The turbocharged V-6.

Turbocharging. Five years ago hardly anyone even knew what it was. But that wasn't at all surprising considering no American car company offered turbocharging. In any of its cars. Then, in 1978, Buick made automotive history by offering a turbocharged V-6 as standard equipment in three of its cars.

Since then, other automakers have jumped on the turbocharging bandwagon. But while they were busy designing theirs, Buick was refining a turbo that was already on the road.

The power of horsepower.

As you know, a turbo is simply a device which, when called upon, helps produce more horsepower in an engine. The 3.8 liter turbo V-6, for instance, puts out 55% more horsepower than its non-turbocharged counterpart. 36% more horsepower than the non-turbocharged 4.1 liter V-6. And 21% more horsepower than the big 5.0 liter non-turbocharged V-8. Enough horsepower to propel the Regal Sport Coupe from 0-50 in a sizzling 7.9 seconds. The kind of performance that comes in handy when accelerating to highway speeds, passing speeds, or when climbing steep hills.

Further refinements.

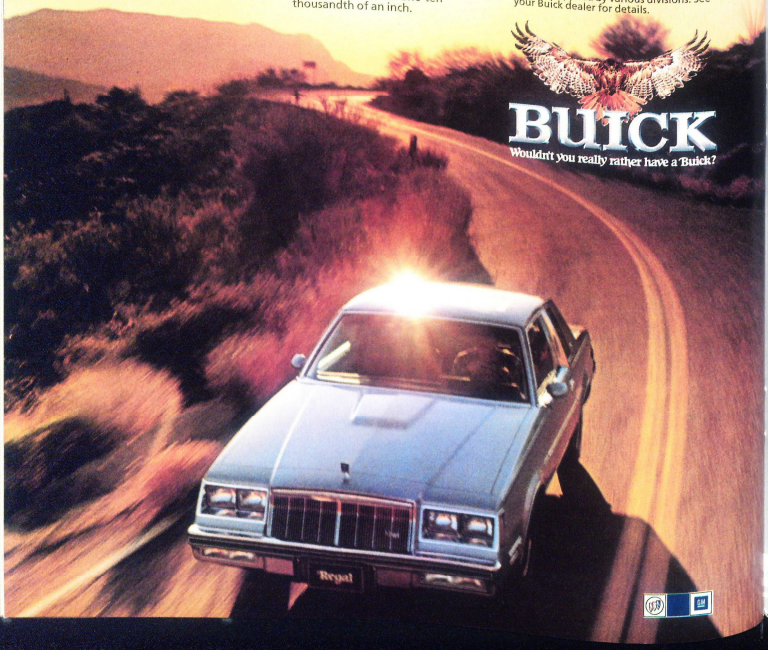
The turbocharger is an integral part of the engine. Consequently, every turbo Buick offers is carefully and precisely manufactured. With some tolerances as fine as one-ten thousandth of an inch.

Other refinements include "hotter" spark plugs and an electric "Early Fuel Evaporation" (EFE) system which preheats the incoming air/fuel mixture during cold starts. In addition, an electronic spark control serves to sense detonation and automatically adjusts the spark accordingly.

The turbo, like the engine, needs to be well lubricated. So this V-6 turbo comes equipped with a high pressure oil pump that draws from a 5-quart oil pan.

None of these developments occurred overnight. Rather, they came about over a period of years. So if you're ready for a turbo V-6, look to the people who first introduced it to the American production car. Buick. In the years to come, we'll more than likely be taking it even further.

Buicks are equipped with GM-built engines supplied by various divisions. See your Buick dealer for details.



BUICK

Wouldn't you really rather have a Buick?

in effect puts the product into the hands of the "little old lady in tennis shoes" who unwittingly does things to it that the finest of engineering minds never conceive.

The Speedway and the grueling "500" put products to a different kind of test, extracting that extra ounce of reliability, durability and capability in open competition. It is a surprising test which often contains the unexpected trap of failure.

The Speedway originally was built by its founders to be a testing ground, and test it did. More than one machine failed to live up to expectations in the first "500" and 71 years later the same thing is happening.

The development of today's automobile has been a matter of evolution, not revolution. It all really didn't start with Harroun, of course, but the things the pioneers in racing did laid the groundwork for their successors continuing to explore the unknown.

Today, the magic of the moment is aerodynamics and ground effects. That last has yet to appear on passenger cars, but neither had things like supercharging or balloon tires or seat belts or a myriad of other items when they first appeared.

Aerodynamics, the art of slipping through the air with the greatest of ease, is old hat to the Speedway. It goes back to 1913 when some enterprising mechanic fastened a wedge shaped piece of wood to the front I-beam axle of Teddy Pilette's Mercedes-Knight to "cut the wind."

Those effects are humorous by current technology. Who knows? Possibly years hence the work of the Halls and the Penskes and Patricks will seem crude by 21st Century state of the art. But at the moment their technology is contributing not to make the passenger car go faster but to be more fuel efficient by lowering the coefficient of drag.

Today's automobile has seen the emergence of another design feature given the acid test over the old bricks at the Speedway in 1925—front-wheel drive. The principle of pull instead of push is rapidly becoming the preferred method of propulsion for small automobiles built both in this country and overseas. Yet, it's far from new.

Race car builder Harry Miller built a front-drive Miller, and was granted a U.S. Patent for his design, with the car finishing in second place in the 1925 500-Mile Race on its maiden outing. Front-drives began visiting Victory Lane beginning in 1930, but without driver or riding mechanic ever realizing that they were preceding the American auto industry by almost 50 years.

Some modern day design criteria is an ongoing thing which started at the Speedway, went into the laboratory and onto the proving grounds and then back out to the Speedway. The search for better rubber compounds and cord materials is an example of this. Tire engineers not only work to discover features about their rubber for racing but for the tires which go on the every day automobile. That's been going on since the very first race and will continue as long as there is racing.

During the month of May, Gasoline Alley and the pits are alive with spark plug engineers, fuel and lubricant scientists, metallurgists and other technically oriented specialists who continue their quest for obtaining information beyond what is known.

It only takes a look at the mechanical components of the pioneering days compared to the present to realize how much progress has been made. Unfortunately, it's not possible to look into the future to see how much progress will be made.

Just emerging are bodies made from carbon fibers which impart strength and lightness above that possessed by metal or fiberglass. And waiting in the wings are such developments as engines made of silicon structures and rotary valve designs which show potential for superseding the present poppet valve.

And the surface hasn't been scratched in lubricants. This, of course, originates in the laboratory. But the final decision of go or no go is in the field, in the product at 200-plus miles an hour, mile after mile and hour after hour.

If you can lower the frictional resistance and increase the film strength, not only will the car go faster with greater reliability, but that means more miles per gallon for the average motorist.

It is the Speedway where information like this is obtained, along with whether that certain piece of magnesium has sufficient tensile strength, or whether that certain coolant has sufficient heat absorbent qualities, or whether that certain suspension component is holding everything to the proper line or trying to introduce itself to the wall.

It sort of all leads one to think about Ray Harroun and his rear view mirror. Ray really wasn't looking back. He was looking ahead.

A Tie: Colors Maroon, Navy or Beige—$15.95 **B** Flag Set—$4.00 **C** Flannel Lined Jacket: Colors White or Navy—Adult only XS, S, M, L, XL—$34.50 **D** Ladies-T: Colors Black, Cherry Pink, or Sky Blue, S, M, L—$9.95 **E** Black Jersey: Adult S, M, L, XL—$12.50; Child S, M, L, XL—$10.95 **F** IMS Jacket: Colors Blue or White Adult XS, S, M, L, XL—$34.50 **G** Golf Type Shirt: Colors Lt. Blue, Navy or White Adult only S, M, L, XL—$18.95 **H** Grey Shirt: Adult Only—S, M, L, XL—$9.95 **I** 1982 Official Poster—Unframed only—$4.00 **J** 1982 10" Porcelain Plate, Numbered, Boxed—$19.95 **K** 1982 10¼" Pewter Plate, Sixth in Series, Numbered—$25.00 **L** 500 Souvenir Book—$2.95 **M** Music Box—Back Home Again in Indiana, Numbered—$50.00 **N** Western Belt Buckle—$10.95 **O** 1982 Official Bronze Belt Buckle—$5.95 **P** Double Deck Playing Cards—$4.00 **Q** Beach Towel—$5.50 **R** Cap: Thermo or Mesh—Colors Blue, Black, Gold, Navy, Red or White (One Size Fits All)—$5.50 **S** 1982 Cap (M or L)—$5.95 **T** Thermo Cap: Navy only (M or L)—$6.95 **U** Striped Cap: White only (M or L)—$6.25

Mail to: Gift Shop, Indianapolis Motor Speedway, P.O. Box 24152, Speedway, IN 46224

Name _____ Address _____

MasterCard/Visa _____ Exp. _____ American Express _____ Exp. _____ City & State _____

Signature _____ Check or Money Order _____ Zip _____

Free 500 Gift Shop Catalog _____

Item	Quan.	Color	Size	Price	Amount

Total _____

In Res. 4% _____

Postage _____

Total Amt. _____

Shipping & Handling Charges for Total Order

Up to $10.00	$1.25
$10.01 to $15.00	$2.50
$15.01 to $25.00	$3.00
$25.01 to $35.00	$3.75
Over $35.00	$5.00

500 GIFT SHOP

THE PROTECTION STAYS WAY UP.

CAM2® Race Proven Motor Oil. Designed to protect the world's most expensive racing engines. And your engine.

It's the Indy 500-winning motor oil proven to hold up under the extreme temperatures of championship driving, to better meet the everyday demands of your driving.

CAM2 Race Proven is also one of the most effective oils available for reducing oil consumption. So if your engine is using too much oil, you could see a difference after your first oil change to CAM2.

Prove CAM2 Race Proven to yourself.

Because your engine could always use more protection.

And now it could use less oil.

THE CONSUMPTION STAYS WAY DOWN.

New from CAM2: Fuel efficient 10W40 and 10W30 Motor Oil, and new high performance CAM2 Motorcycle Oil.

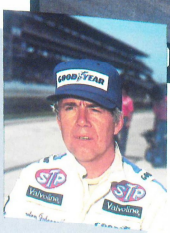
Manufactured by Sun Refining And Marketing Company, Philadelphia, PA

SUN

MARIO ANDRETTI
1969

A. J. FOYT
1961, 1964, 1967, 1977

Seven "500" Champions Among 1982 Entries



GORDON JOHNCOCK
1973

There's one thing tougher than reaching the top—staying there.

It's a rare breed that can reach number one and keep that hungry, fighting attitude that put them there. Rick Mears and the entire Penske team behind The Gould Charge have that winning attitude. That's why we're one of the most successful teams on the circuit—year after year. Because we've learned that the competition is not just the other guy. It's yourself. It means continually setting new goals, meeting new challenges.

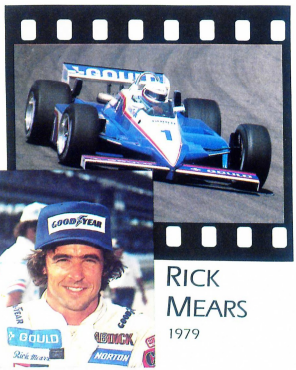
This same winning attitude is true of our business. We're determined to be number one in every electronic and electrical market we serve. That's why we put more effort into research and development. That's why we concentrate more on innovative products and technological leadership.

At Gould, we know that once we've reached the limits, it's time to set new limits.

To learn more about how this winning attitude keeps us ahead, write: Gould Inc., Department INDY, 10 Gould Center, Rolling Meadows, Illinois 60008.

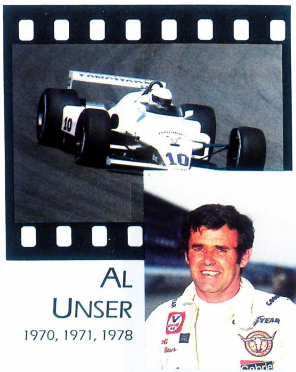
GOULD

Electronics & Electrical Products



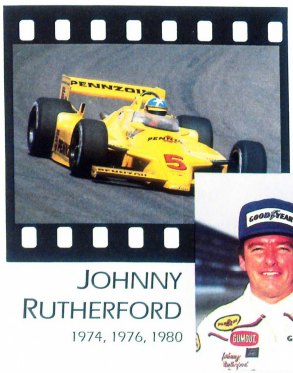
RICK MEARS

1979



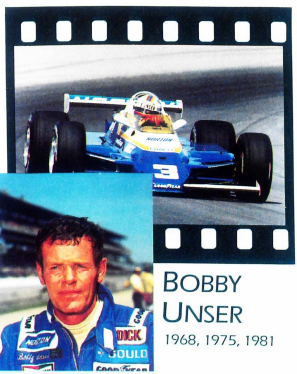
AL UNSER

1970, 1971, 1978



JOHNNY RUTHERFORD

1974, 1976, 1980



BOBBY UNSER

1968, 1975, 1981

THE GAS ADVANTAGE

NEW ENERGY EFFICIENT GAS APPLIANCES:

THE CHOICES THAT MAKE SENSE!

The Gas Advantage in Heating.

- ☐ The same dependability with better results and more economy!
- ☐ Smaller, more compact and efficient, with better insulation to save energy!
- ☐ A more efficient blower that quietly filters and circulates clean, warm air!
- ☐ New flue damper, pilotless ignition, more efficient burners and blowers, and better insulation use less gas while heating your home better!

Think efficiency – it saves!

- ☐ Turn thermostat to a lower setting
- ☐ Insulate your home, especially the attic.
- ☐ Weatherstrip doors and windows.
- ☐ Change furnace filters often.

The Gas Advantage in Water Heating

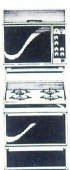
- ☐ The same dependability with better results and more economy!
- ☐ Better insulation saves energy and keeps water hot longer!
- ☐ Accurate controls provide desired temperatures!
- ☐ Built to last longer, with long warranties!
- ☐ Better built, better insulated, better controlled to save gas.

Think efficiency – it saves!

- ☐ Fix dripping faucets that waste energy, water and money.
- ☐ Set water heater dial at medium temperature.
- ☐ Showers use less hot water than baths.
- ☐ Wash full loads of clothes and dishes.

The Gas Advantage in Cooking

- ☐ The same dependability with better results and more economy!
- ☐ New pilotless ignition saves gas. Better oven insulation saves energy and means cooler cooking!
- ☐ Super controls for exact temperatures, instant on and off convenience, and fully automatic cooking with delicious results!



Think efficiency – it saves!

- ☐ Adjust flame to fit the pan.
- ☐ Cook with lid on pans at lower heat.
- ☐ Don't preheat oven any longer than necessary.
- ☐ Cook complete meals in oven.

The Gas Advantage in Clothes Drying

- ☐ The same dependability with better results and more economy!
- ☐ Pilotless ignition uses less gas to dry the same amount of clothes!
- ☐ Accurate controls let you choose exact drying temperatures for all fabrics!
- ☐ Automatic shut-off with humidity control dries clothes most naturally!

Think efficiency – it saves!

- ☐ Dry full loads.
- ☐ Clean filter before each load
- ☐ Don't overdry

THE PROOF IS IN THE PERFORMANCE

citizens gas
INDIANAPOLIS

'500' HISTORY

COMPLETE RESULTS SINCE 1911

1911

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.
32	Ray Harroun, Marmon	6	447	6:42:08	74.59
33	Ralph Mulford, Lozier	4	544	6:43:51	74.29
28	David Bruce-Brown, Fiat	4	589	6:52:29	72.73
11	Spencer Wishart, Mercedes	4	580	6:52:57	72.65
31	Joe Dawson, Marmon	4	445	6:54:34	72.34
2	Ralph DePalma, Simplex	4	597	7:02:02	71.13
20	Charles Merz, National	4	436	7:06:20	70.37
12	W.H. Turner, Amplex	4	443	7:15:56	68.82
15	Fred Belcher, Knox	6	559	7:17:09	68.63
25	Harry Cobe, Jackson	4	431	7:21:50	67.90

Other finishers in order with laps completed:
Hughie Hughes 200; Leo Frayer Flagged; Howdy Wilcox Flagged; Charles Bigelow Gil Anderson 200; Flagged; Howard Hall Flagged; Billy Knipper Flagged; Bob Burman Flagged; Ralph Beardsley Flagged; Eddie Hearne Flagged; Frank Fox Flagged; Ernest Delaney Flagged; Jack Tower Flagged; Bert Adams Flagged; Bill Endicott Flagged; John Aitken 125; Will Jones 122; Louis Strang 109; Harry Knight 90; Joe Jagersberger 87; Herbert Lytle 82; Harry Grant 51; Charles Basle 46; Louis Disbrow 45; Arthur Chevrolet 30; Caleb Bragg 24; Fred Ellis 22; Teddy Tetzlaff 20; Arthur Greiner 12.

1912

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.
8	Joe Dawson, National	4	490	6:21:06	78.72
3	Teddy Tetzlaff, Fiat	4	589	6:31:29	76.80
21	Hughie Hughes, Mercer	4	300	6:33:09	76.31
20	Charles Merz, Stutz	4	389	6:34:40	76.01
18	Bill Endicott, Stutz	4	389	6:46:28	73.81
2	Lee Zengel, Stutz	4	389	6:50:28	73.09
14	Johnny Jenkins, White	6	489	6:52:38	72.70
22	John Horan, Lozier	4	544	6:59:38	71.49
9	Howdy Wilcox, National	4	589	7:11:30	69.52
19	Ralph Mulford, Knox	6	597	8:53:00	56.29

Ralph DePalma 198; Bob Burman 156; Bert Dingley 116; Joe Matson 107; Spencer Wishart 82; Gil Anderson 79; Billy Liesaw 72; Louis Disbrow 67; Mel Marquette 63; Eddie Hearne 54; Lee Frayer 44; David Bruce-Brown 24; Harry Knight 7; Len Ormsby 5.

1913

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.
16	Jules Goux, Peugeot	4	448	6:35:05	75.93
22	Spencer Wishart, Mercer	4	299	6:48:13	73.49
2	Charles Merz, Stutz	4	389	6:48:49	73.38
3	Albert Guyot, Sunbeam	6	367	7:02:58	70.92
23	Theodore Pilette, Mercedes-Knight	4	251	7:20:13	68.11
12	Howdy Wilcox, Gray Fox	4	389	7:23:26	67.65
29	Ralph Mulford, Mercedes	4	448	7:26:05	66.76
31	Louis Disbrow, Case	4	449	7:29:09	66.80
15	Willie Haupt, Mason	4	300	7:52:35	63.48
25	George Clark, Talisa	4	340	7:56:14	62.99

Bob Burman Flagged; Gil Anderson 187; Robert Evans 158; Billy Liesaw 148; Caleb Bragg 128; Billy Knipper 125; Teddy Tetzlaff 118; Joe Nikrent 67; Jack Tower 51; Vincenzo Trucco 39; Harry Endicott 21; Paul Zuccarelli 18; Ralph DePalma 15; Harry Grant 14; John Jenkins 13; Don Herr 7; Bill Endicott 1.

1914

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.
16	Rene Thomas, Delage	4	380	6:03:45	82.47
14	Arthur Duray, Peugeot	4	183	6:10:24	80.99
10	Albert Guyot, Delage	4	380	6:11:01	80.21
6	Jules Goux, Peugeot	4	345	6:17:24	79.49
3	Barney Oldfield, Stutz	4	434	6:23:51	78.15
9	Josef Christiaens, Excelsior	6	446	6:27:24	77.44
27	Harry Grant, Sunbeam	6	273	6:36:22	75.59
5	Charles Keene, Beaver Bullet	4	449	6:40:57	74.82
25	Willie Carlson, Maxwell	4	445	7:02:42	70.97
42	Eddie Rickenbacker, Duesenberg	4	360	7:03:34	70.83

Ralph Mulford 200; Willie Haupt 200; Billy Knipper 200; Georges Boillot 148; Ernst Friedrich 134; Louis Disbrow 128; Spencer Wishart 122; Earl Cooper 118; Caleb Bragg 117; Art Klein 82; William Chandler 69; Howdy Wilcox 67; George Mason 66; Bob Burman 47; Joe Dawson 44; Gil Anderson 42; Ray Gilhooley 41; Teddy Tetzlaff 38; Jean Chassagne 20; S.F. Brock 5.

1915

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.
2	Ralph DePalma, Mercedes	4	274	5:33:55	89.84
3	Dario Resta, Peugeot	4	276	5:37:24	88.91
5	Gil Anderson, Stutz	4	295	5:42:27	87.60
4	Earl Cooper, Stutz	4	295	5:46:19	86.62
15	Eddie O'Donnell, Duesenberg	4	299	6:08:13	81.47
1	Howdy Wilcox, Stutz	4	296	6:13:19	80.36
10	Tom Alley, Duesenberg	4	298	6:14:19	80.14
19	Willie Carlson, Maxwell	4	299	6:15:08	79.97
7	Noel Van Raalte, Sunbeam	4	298	6:19:55	78.96
	Willie Haupt 200; Harry Grant 184; Tom Orr 168; Jean Porporato 164; Joe Cooper 154; Ralph Mulford 124; G.C. Babcock 117; Art Klein 111; Eddie Rickenbacker 103; Louis Chevrolet 76; John DePalma 41; John Mais 23; George Hill 20; G.C. Cox 12.	4	274	6:33:23	75.87

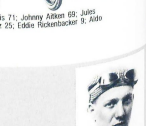
1916 (Scheduled for 300 Miles)

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.
17	Dario Resta, Peugeot	4	274	3:34:17	84.00
10	Ralph Mulford, Peugeot	4	299	3:36:15	83.24
14	Josef Christiaens, Sunbeam	4	274	3:37:56	82.59
15	Barney Oldfield, Delage	6	299	3:45:36	79.44
4	Pete Henderson, Maxwell	4	275	3:47:19	79.18
29	Howdy Wilcox, Premier	4	298	3:49:56	78.28
26	Art Johnson, Crawford	4	274	3:54:31	76.75
24	William Chandler, Crawford	4	298	4:01:54	74.41
9	Ora Haibe, Ostewig	4	298	4:02:43	74.16
	Tom Alley 120; Louis Chevrolet 82; Gil Anderson 75; Dave Lewis 71; Johnny Aitken 69; Jules Dewigne 61; Tom Rooney 48; Arthur Chevrolet 35; Charles Merz 25; Eddie Rickenbacker 9; Aldo Franchi 9.	4	296	4:03:10	74.02

1917-1918 (No Race Scheduled—World War I)

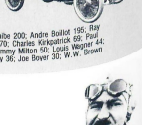
1919

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.
3	Howdy Wilcox, Peugeot	4	274	5:40:42	88.05
14	Eddie Hearne, Durant	4	298	5:44:29	87.09
6	Jules Goux, Peugeot	4	274	5:49:06	85.93
32	Albert Guyot, Ballot	4	296	5:55:16	84.44
26	Tom Alley, Ballot	4	289	6:06:03	82.18
4	Ralph DePalma, Packard	12	299	6:10:10	81.04
7	Louis Chevrolet, Frontenac	4	299	6:10:10	81.04
27	Ira Vail, Hudson	4	299	6:10:10	81.04
21	Benny Hickey, Stickel	6	288	6:12:42	80.49
41	Gaston Chevrolet, Frontenac	6	288	6:13:57	80.22
	Rene Thomas 200; Earl Cooper 200; E.T. Shannon 200; Ora Haibe 200; Andre Boillot 196; Ray Howard 130; Wilbur D'Alene 120; Louis Le Cocq 96; Art Klein 70; Charles Kirkpatrick 69; Pike Ballot 63; Eddie O'Donnell 60; Kurt Hike 56; Cliff Durant 54; Tommy Milton 50; Louis Wagner 44; Arthur Thurman 44; Omar Toft 44; Peter Mulford 37; J.J. McCoy 36; Joe Boyer 30; W.W. "Smoot"	4	299	6:17:21	79.59



1920

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.
4	Gaston Chevrolet, Monroe	8	182	5:28:32	88.62
25	Rene Thomas, Ballot	8	181	5:44:15	86.99
19	Tommy Milton, Duesenberg	8	181	5:45:02	86.95
12	Jimmy Murphy, Duesenberg	8	181	5:52:31	85.10
2	Ralph DePalma, Ballot	8	181	6:05:19	82.12
31	Eddie Hearne, Duesenberg	8	181	6:10:21	81.00
26	Jean Chassagne, Ballot	8	181	6:15:16	79.94
28	Joe Thomas, Monroe	8	182	6:21:41	78.65
33	Ralph Mulford, Mulford	8	181	7:17:14	68.61
15	Pete Henderson, Peters	8	181	7:23:53	67.58
	John Boling 197; Joe Boyer 192; Ray Howard 159; Eddie O'Donnell 149; Jules Goux 148; Willie Haupt 146; Benny Hill 115; Louis Chevrolet 94; Howdy Wilcox 65; Roscoe Sarles 58; Art Klein 40; Jean Porporato 23; Andre Boillot 16.				



Car No.	Driver	Cyl.	Dsp. Time	M.P.H.

1921

2	Tommy Milton, Frontenac	8	182	5:34:44 89.62
4	Roscoe Sarles, Duesenberg	8	183	5:38:34 88.61
5	Joseph Ford, Frontenac	4	182	5:52:30 85.92
16	Earl Miller, Duesenberg	8	183	5:54:24 84.65
9	Jules Hault, Sunbeam	8	181	5:55:38 84.28
21	Albert Guyot, Duesenberg	8	182	6:01:17 83.03
3	Ira Vail, Roan Special	8	181	6:14:1 80.19
24	Thomas Milton, Duesenberg	8	183	6:19:06 79.13
20	Ralph Mulford, Frontenac	8	182	Flagged 177 laps
23	Tom Thomas, Sunbeam	8	181	Out 144 laps

Tom Alley 139; Ralph DePalma 112; Eddie Hearne 111; Jimmy Murphy 107; Riley Brett 91; C.W. Van Ranst 87; Joe Boyer 74; Jean Chassagne 65; Jules Ellingboe 49; Andre Boillot 41; Louis Fontaine 33; Eddie Pullen 24; Howdy Wilcox 22.

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.

1922

35	Jimmy Murphy, Murphy	8	181	5:17:30 94.48
15	Harry Hartz, Duesenberg	8	181	5:20:41 93.53
12	Ralph Hearne, Ballot	8	180	5:22:26 93.04
31	Phil Shafer, Duesenberg	8	181	5:31:04 90.61
24	Jerry Wonderlich, Duesenberg	8	177	5:31:13 90.57
1	L.L. Corum & Joe Boyer, Duesenberg	8	181	5:37:52 88.78
26	Ira Vail, Roan Special-Duesenberg	8	180	5:40:55 88.00
3	Ken Alley, Monroe	8	183	5:48:19 86.13
36	Tex Thomas, Duesenberg	4	181	5:55:53 84.30
		8	181	6:03:24 82.55

Carmichael Baker 206; Cliff Durant 200; Dougals Hawkes 200; John Curtner 165; Wilbur O'Aleine 160; Frank Elliot 125; L.L. Corum 169; Glenn Howard 163; Ralph Mulford 161; Peter DePaolo 110; Art Pete 105; Leon Duray 94; Roscoe Sarles 88; Tommy Milton 44; Jules Goux 25; Jules Ellingboe 25; Howdy Wilcox 7.

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.

1923

7	Tommy Milton, H.C.S. Spl.	8	120	5:29:50 90.95
17	Harry Hartz, Durant Spl.	8	120	5:33:05 90.06
6	Jimmy Murphy, Durant Spl.	8	120	5:40:36 88.08
21	L.L. Corum, Durant Spl.	8	120	5:46:41 86.55
8	Tom Alley, Barber-Warnock Spl.	4	122	6:03:16 82.58
23	Cliff Durant, Durant Spl.	8	120	6:04:52 82.22
20	Roy Durant, Durant Spl.	8	120	6:05:06 82.12
19	Peter De Paolo,	4	119	6:11:49 80.68
4	Phil Shafer, Duesenberg, Bugatti	8	121	6:26:24 77.64
11	Jerry Wonderlich, Duesenberg	8	121	6:40:04 74.98

Christian Werner 200; Pierre de Viscaya 166; Leon Duray 136; Dario Resta 88; Ralph DePalma 69; Jonah Tangeman 68; Howdy Wilcox 60; Joe Boyer 59; Benny Hill 41; Count Zborowski 41; Earl Cooper 25; Renzo Riganti 19; Christian Lautenschlager 14; Martin De Alzaga 6.

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.

1924

15	L.L. Corum & Joe Boyer, Duesenberg	8	121	5:05:23 98.23
2	Earl Cooper, Sutdebaker Spl.	8	120	5:06:47 97.79
3	Jimmy Murphy, Miller	8	120	5:08:25 97.27
21	Harry Hartz, Durant Spl.	8	120	5:10:44 96.54
4	Jimmy Murphy, Miller	8	120	5:11:00 96.46
17	Peter DePaolo, Duesenberg	8	121	5:18:08 94.30
22	Ira Vail, Ira Vail Spl.	8	120	5:21:06 93.42
23	Tommy Milton, Mourre, Mourre Spl.	8	120	5:24:30 92.45
20	Bob McDonough, Miller	8	120	5:26:55 91.76
		8	120	5:31:26 90.51

Jules Ellingboe 200; Jerry Wunderlich 200; Cliff Durant 199; William Hurtt 191; Ora Haibe 182; A.E. Moore 177; Fred Harder 177; Joe Boyer 176; Eddie Hearne 151; Frank Elliot 149; Tommy Milton 110; Ernes Ansuerrey 2.

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.

1925

17	Peter DePaolo, Duesenberg	8	121	4:56:39 101.13
2	Earl Cooper, Junior Eight Spl.	8	120	4:57:33 100.82
3	Phil Shafer, Duesenberg	8	120	4:59:26 100.18
4	Harry Hartz, Miller	8	120	5:03:21 98.89
21	Jimmy Murphy, Miller	8	120	5:08:25 97.27
20	Peter DePaolo, Miller	8	120	5:09:34 96.91
23	Roy Durant, Duesenberg	8	120	5:09:46 96.85
22	Pierre Bordino, Fiat	8	120	5:11:26 96.32
		8	120	5:13:20 95.74
		8	121	5:16:37 94.75

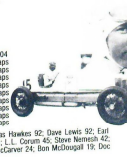
Fred Comer 200; Frank Elliott 200; Earl Devore 198; Bob McDonough 188; Wade Morton 165; Ralph Hepburn 144; Earl Cooper 127; Benny Hill 99; Herbert Jones 89; Ira Vail 63; Milton Jones 33; Jules Ellingboe 25.

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.

1925 (400 Miles—Rain)

15	Frank Lockhart, Miller	8	90	4:10:14 95.904
3	Harry Hartz, Miller	8	90	Flagged 158 laps
36	Cliff Woodbury, Boyle Spl.	8	90	Flagged 158 laps
8	Fred Comer, Miller	8	90	Flagged 153 laps
12	Peter DePaolo, Duesenberg	8	90	Flagged 152 laps
6	Frank Elliot, Miller	8	90	Flagged 151 laps
14	Norman Batten, Miller	8	90	Flagged 151 laps
13	Ralph Hepburn, Miller	8	90	Flagged 147 laps
18	John Duff, Elcar Spl.	8	90	Flagged 146 laps
4	Phil Shafer, Miller			

Tony Gulotta 142; Benny Hill 136; Thane Houser 102; Douglas Hawkes 92; Dave Lewis 92; Earl Cooper 74; Cliff Durant 61; Ben Jones 54; E.A.D. Eldridge 46; L.L. Corum 45; Steve Nemesh 42; Jules Ellingboe 39; Leon Duray 33; Fred Leckider 25; Jack McCarver 24; Bon McDougall 19; Doc Shattuc 16; Albert Guyot 9.

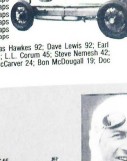


Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.

1927

32	George Souders, Duesenberg	8	90	5:07:33 97.545
10	Earl Devore, Miller	8	90	5:22:09 93.139
27	Tony Gulotta, Miller	8	90	5:22:12 93.110
29	Wilbur Shaw, Jyrix Spl.	8	90	5:30:27 90.782
21	Dave Evans, Duesenberg	8	90	5:31:49 90.410
14	Bob McDonough, Cooper Spl.	8	90	5:33:05 90.064
16	Eddie Hearne, Miller	8	90	5:52:36 85.081
6	Tommy Milton, Detroit Spl.	8	90	6:15:20 79.929
25	Cliff Bergere, Miller	8	90	6:23:20 78.244
5	Frank Elliott, Junior Eight Spl.			

Fred Frame 199; Jim Hill 197; Ben Shoaff 198; Wade Morton 152; Al Melcher 144; Louis Schneider 137; Peter Kreis 123; Frank Lockhart 120; Cliff Woodbury 98; Bob Burman 90; Peter DePaolo 31; Leon Duray 26; Shattuc 83; Fred Leckider 48; Ralph Hepburn 39; Harry Hartz 38; Peter DePaolo 31; Leon Duray 26; Bennie Hill 26; Jules Ellingboe 25; Norman Batten 24; Babe Stapp 24; Jack Petticord 22; Dave Lewis 21.



Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.

1928

14	Louis Meyer, Miller	8	90	5:01:33 99.482
28	Lou Moore, Miller	8	90	5:02:17 99.211
3	George Souders, S.A.I. Spl.	8	90	5:08:24 98.034
15	Ray Keech, Simplex Piston Ring Spl.	8	90	5:21:28 93.320
		8	90	5:21:47 93.228
22	Norman Batten, Miller	8	90	5:23:02 92.638
7	Babe Stapp, Miller	8	90	5:29:16 91.111
43	Billy Arnold, Boyle Valve Spl.	8	90	5:33:07 90.070
27	Fred Frame, S.A.I. Spl.	8	90	5:37:29 88.889
25	Fred Comer, Boyle Valve Spl.	8	90	5:37:30 88.888
9	Tony Gulotta, Stutz			

Louis Schneider 200; Dave Evans 200; Harry Kohlert 180; Deacon Litz 161; Jimmy Gleason 195; Cliff Durant 175; Johnny Seymour 170; Earl Devore 161; Leon Duray 133; Sam Ross 132; Ira Hall 115; Peter Kreis 73; Cliff Woodbury 55; Ralph Hepburn 48; Wilbur Shaw 42; Ben Shoaff 35; E.W. Belt 32; Cliff Bergere 7; Russ Snowberger 4.

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.

1929

2	Ray Keech, Simplex Piston Ring Spl.	8	90	5:07:25 97.585
1	Louis Meyer, Miller	8	90	5:13:49 95.596
53	Jimmy Gleason, Dussenberg	8	90	5:20:10 93.699
43	Carl Marchese, Marchese Spl.	8	91	5:29:42 93.541
42	Fred Winnai, Duesenberg	8	90	5:37:52 88.792
48	W.H. Gardner, Chromolite Spl.	8	90	5:39:24 88.390
4	Louis Chiron, Delage	8	90	5:41:37 87.708
9	Billy Arnold, Boyle Valve Spl.	8	90	5:57:31 83.909
26	Cliff Bergere, Armacost-Miller	8	90	8:11:44 80.703
34	Fred Frame, Cooper Spl.	8	90	Flagged 193 laps

Frank Brinko 180; Phil Shafer 150; Lou Moore 198; Frank Farmer 140; Wes Crawford 127; Peter DePaolo 111; Phil Shafer 150; Bob McDonough 74; Bill Lindau 70; Herman Schurrich 70; Johnny Seymour 65; Leon Duray 65; Rick Decker 61; Deacon Litz 56; Albert Ramatoy 50; Ernie Triplett 48; Russ Snowberger 45; Babe Stapp 40; Jules Moriceau 30; Peter DePaolo 25; Ralph Hepburn 14; Bill Spence 14; Cliff Woodbury 3.

Car No.	Driver	Cyl.	Dsp.	Time	M.P.H.

1930

4	Billy Arnold, Miller-Hartz Spl.	8	151	4:58:39 100.448
		4	183	5:05:57 98.054
16	Shorty Cantlon, Miller-Schofield Spl.	8	121	5:10:04 96.752
23	Louis Schneider, Bowes Seal Fast Spl.	16	201	5:14:57 95.253
1	Louis Meyer, Sampson Spl.	8	243	5:20:35 93.579
6	Bill Cummings, Duesenberg	8	138	5:24:04 92.571
24	Dave Evans, Jones and Maley Spl.	4	183	5:29:57 90.921
15	Phil Shafer, Coleman Spl.	8	336	5:36:26 89.166
22	Russell Snowberger, Russell Engine Spl.	4	183	5:49:51 85.749
25	Leslie Allen, Allen-Miller Spl.	8	322	5:51:32 85.340
27	L.L. Corum, Stutz			

Claude Burton 196; L.P. Locomotia 195; Chet Miller 161; Harry Butcher 127; Ernie Triplett 125; Zeke Meyer 115; Mel Kenealy 114; J.C. McDonald 112; Tony Gulotta 79; Ronald Free 69; Frank Farmer 69; Wilbur Shaw 54; Joe Hutt 48; Joe Caccia 43; Bill Denver 41.

Nationwide taste tests prove it! Windsor Canadian beats V.O.!

Five hundred serious Canadian Whisky drinkers coast-to-coast just compared Windsor Canadian to the higher-priced Seagram's V.O.

Windsor was preferred.

So try a sip of Windsor and a sip of V.O. and prove to yourself what the taste tests just proved.

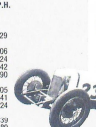
With Windsor, you can't beat the taste. And you sure can't beat the price.

WINDSOR
ONE CANADIAN STANDS ALONE

CANADIAN WHISKY–A BLEND • 80 PROOF • IMPORTED AND BOTTLED BY THE WINDSOR DISTILLERY COMPANY, NEW YORK, N.Y. © 1982 NATIONAL DISTILLERS PRODUCTS CO.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1931					
23	Louis Schneider, Bowes Seal Fast Spl.	8	151	5:10:27	95.629
24	Ted Frame, Dusenberg	8	150	5:11:11	96.406
19	Fred Frame, Hartford Spl.	8	230	5:18:23	94.284
4	Myron Stevens, Jadson Spl.	8	230	5:18:40	94.142
33	Lou Snowberger, Russell Light Spl.	8	336	5:18:50	94.060
31	Fred Gleason, Studebaker	8	243	5:20:29	93.605
5	Chet Triplett, Buckeye Spl.	8	151	5:22:26	93.041
36	Bobbie Stubblefield, Jones-Miller Spl.	8	183	5:24:35	92.424
27	Carl Burgess, Eloo Royale Spl.	8	308	5:26:39	91.839
3	Fred Marr, Marr Spl.	8	233	5:34:53	89.580

George Howe 200; Phil Shafer 200; Dave Evans 200; Al Aspen 200; Sam Ross 200; Joe Huff, 180; Louis Ulin 177; Tony Gulotta 167; Billy Arnold 162; Luther Johnson 156; Billy Winn 138; Frank Brisko 88; Babe Stapp 118; Vee Russo 109; Speed Gardner 107; Lou Moore 103; Shorty Cantlon 102; Bill Cummings 70; Freddie Winnai 60; Phil Pardee 60; Paul Bost 35; Frank Farmer 32; Ernie Wagenter 28; Babe Stapp 9; John Boling 7; Leon Duray 6; Harry Butcher 6; Herman Schurth 5; Francis Quinn 3.



Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1932					
34	Fred Frame, Miller-Hartz Spl.	8	182	4:48:03	104.144
22	Shorty Wilcox, Lion Head Spl.	4	220	4:48:47	103.881
6	Ernie Gregson, Studebaker Spl.	8	336	4:52:13	102.662
4	Bob Carey, Meyer Spl.	8	249	4:55:57	101.363
33	Lou Snowberger, Hupp Spl.	8	361	4:57:38	100.791
37	Cliff Bergere, Studebaker Spl.	8	336	5:04:38	98.476
15	Ted Horn, Dusenberg	8	243	5:05:28	98.207
12	Fred Marr, Foreman Axle Spl.	8	151	5:07:53	97.437
2	Billy Winn, Dusenberg	8	151	5:07:56	97.421
14	Joe Huff, Highway Parts Spl.	16	183	5:42:31	87.586

Phil Shafer 197; Kelly Petillo 189; Tony Gulotta 184; Stubby Stubblefield 178; Peter Kreis 178; Luther Johnson 164; Wilbur Shaw 157; Doc MacKenzie 152; Bill Cummins 151; Malcolm Fox 132; Chet Miller 85; Ernie Triplett 125; Louis Schneider 125; Joe Russo 107; Lou Moore 79; Juan Guadino Vasconcellos 65; Doc MacKenzie 65; Frank Brisko 61; Ray Campbell 60; Billy Arnold 59; Bryan McDonough 17; Gus Schrader 7; Al Gordon 3.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1933					
36	Louis Meyer, Tydol Spl.	8	258	4:48:09	104.162
37	Wilbur Shaw, Maltsby Spl.	4	220	4:54:42	101.795
21	Fred Frame, Foreman Axle Spl.	4	259	4:55:19	101.599
31	Lou Snowberger, Sampson Spl.	16	201	4:56:29	101.182
35	Bobbie Stubblefield, Shafer Spl.	8	284	4:57:43	100.762
34	Dave Evans, Art Rose Spl.	8	260	4:58:56	100.425
4	Ernie Gregson, Studebaker Spl.	8	336	5:02:48	99.071
33	Lou Snowberger, Russell Spl.	8	336	5:02:59	99.011
6	Duke Nalon, Studebaker Spl.	8	336	5:05:44	98.122
8	Babe Stapp, Studebaker Spl.	8	336	5:08:22	97.286

Cliff Bergere 200; L.L. Corum 200; Willard Prentiss 200; Raoul Riganti 200; Gene Haustein 197; Duncan Hulse 197; Joe Russo 192; Doc MacKenzie 192; Kelly Petillo 168; Chet Miller 163; Al Miller 162; Bill Cummins 151; Malcolm Fox 125; Ernie Triplett 125; Vee Russo 109; Lou Moore 103; Shorty Cantlon 76; Frank Brisko 61; Shorty Cantlon 50; Mauri Rose 48; Frank Brisko 47; Ira Hall 37; Ralph Hepburn 33; Ray Campbell 24; Paul Bost 13; Rick Decker 13; Louis Schneider 1.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1934					
7	Bill Cummings, Boyle Spl.	4	220	4:46:05	104.863
12	Fred Marr, Foreman Axle Spl.	4	220	4:46:32	104.697
21	Duncan Hulse, Stokely Food Spl.	4	255	4:52:19	102.265
2	Ted Horn, Dusenberg	4	220	4:57:46	100.749
22	Al Miller, Shafer Light Spl.	8	275	5:00:19	99.863
37	Cliff Bergere, Fiat Spl.	8	286	5:05:18	98.264
32	Russell Snowberger, Powell Spl.	4	220	5:06:41	97.818
4	Frank Brisko, Russell Eight Spl.	8	336	5:08:20	97.292
6	Harry Ardinger, Lycenti Spl.	4	255	5:09:57	96.787
1	Phil Shafer, Crawford Spl.	8	255	5:12:42	95.936

Kelly Petillo 200; Stubby Stubblefield 200; Ralph Hepburn 164; George Barringer 161; Phil Shafer 156; Charles Crawford 122; Ted Horn 110; Tony Gulotta 108; Louis Meyer 92; Dave Evans 81; Shorty Cantlon 76; Wilbur Shaw 72; Rick Decker 17; Wilbur Shaw 15; Doc MacKenzie 15; Gene Haustein 13; Harry McQuinn 13; George Reiley 12; Chet Miller 11.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1935					
3	Kelly Petillo, Dilmore Speedway Spl.	4	262	4:42:22	106.240
21	Bill Cummings, Pirrung Spl.	4	220	4:43:02	105.990
22	Rex Mays, Bowes Seal Fast Spl.	4	221	4:46:22	104.758
23	Ralph Hepburn, Wetts and Fink Spl.	4	255	4:50:37	103.226
4	Shorty Cantlon, Veedol Spl.	8	258	4:50:45	103.177
7	Duke Nalon, Sullivan & Shaw Spl.	4	220	4:56:37	101.140
31	Ted Horn, Sampson Radio Spl.	4	220	4:56:39	101.129
14	Chet MacDonald, Pirrung Spl.	4	220	4:57:18	100.907
2	Wilbur Shaw, Miller Front Drive Spl.	8	191	4:58:35	100.474

Louis Meyer 200; Cliff Bergere 196; Harris Insinger 185; Al Miller 178; Ted Horn 173; Lou Moore 170; George Connor 112; Mauri Rose 103; Tony Gulotta 102; Shorty Wilcox 97; Frank Brisko 79; Johnny Seymour 71; Babe Stapp 70; George Reiley 65; Russ Snowberger 56; Louis Tomei 47; Bob Sall 47; Al Gordon 17; Freddie Winnai 16; Clay Weatherly 9.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1936					
8	Louis Meyer, Ring Free Spl.	4	255	4:35:03	109.069
22	Ted Horn, Hartz Special	8	182	4:37:20	108.170
10	Doc Mackenzie, Gilmore Speedway Spl.	4	252	4:39:10	107.460
36	Marui Rose, E.W.D. Spl.	4	255	4:39:39	107.272
18	Chet Miller, Boyle Spl.	8	152	4:40:35	106.919
41	Ray Pixley, Fink Auto Spl.	4	203	4:45:01	105.253
3	Wilbur Shaw, Gilmore Spl.	4	255	4:47:49	104.233
17	George Barringer, Kennedy Spl.	4	255	4:52:18	102.630
53	Louis Meyer, Boyle Spl.	4	261	4:56:03	101.331
38	George Connor, Marks-Miller Spl.	4	255	5:03:13	98.931

Freddie Winnai 199; Ralph Hepburn 196; Harry McQuinn 196; Shorty Cantlon 194; Rex Mays 192; Doc Williams 187; Lou Moore 185; Emil Andres 185; Floyd Roberts 183; Frank Brisko 180; Al Miller 178; Bill Cummins 178; Mauri Rose 175; Emil Andres 175; Billy Winn 78; Frank McGurk 51; Louis Tomei 49; Herb Ardinger 38; Chet Gardner 36; Jimmy Snyder 21; Johnny Seymour 13; Fred Frame 6; Al Cummins 0.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1937					
6	Wilbur Shaw, Shaw Gilmore Spl.	4	255	4:24:07	113.580
18	Ralph Hepburn, Hamilton-Harris Spl.	4	255	4:24:09	113.565
3	Ted Horn, Miller-Hartz Spl.	8	182	4:24:28	113.434
2	Louis Meyer, Boyle Spl.	8	268	4:30:55	110.730
45	Cliff Bergere, Mid West Red Lion Spl.	4	255	4:40:03	106.935
16	Bill Cummings, Boyle Spl.	4	255	4:40:03	106.935
28	Billy Devore, Miller Spl.	4	255	4:45:40	105.075
38	Tony Gulotta, Burd Piston Ring Spl.	4	255	4:48:56	103.830
17	George Connor, Marks-Miller Spl.	8	336	4:54:37	101.825
53	Louis Tomei, S.S. Eng. Spl.	4	270	4:58:23	100.497

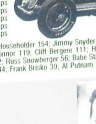
Chet Gardner 199; Ronney Householder 194; Floyd Roberts 194; Deacon Litz 191; Floyd Davis 190; Shorty Cantlon 182; Al Miller 170; Mauri Rose 127; Ken Fowler 116; Kelly Petillo 109; George Barringer 107; Herb Ardinger 106; Frank Brisko 105; Frank Wearne 89; Tony Willman 85; Billy Winn 85; Russ Snowberger 66; Bob Swanson 52; Harry McQuinn 47; Chet Miller 36; Babe Stapp 36; Jimmy Snyder 27; Rex Mays 24.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1938					
23	Floyd Roberts, Burd Piston Ring Spl.	4	270	4:15:58	117.299
1	Wilbur Shaw, Shaw Spl.	4	256	4:19:33	115.580
2	Chet Miller, I.B.E. Spl.	4	255	4:24:09	113.444
2	Ted Horn, Miller-Hartz Spl.	8	182	4:27:22	111.833
38	Chet Gardner, Burd Piston Ring Spl.	4	257	4:31:57	110.311
54	Herb Ardinger, Offenhauser Spl.	4	255	Flagged	199 laps
14	Herb Ardinger, Marchese Spl.	8	151	Flagged	197 laps
45	Harry McQuinn, P.R.W. Spl.	4	255	Flagged	185 laps
58	Billy Devore, P.R.W. Spl.	4	256	Flagged	181 laps
22	Joe Thorne, Thorne Eng. Spl.	4	270	Flagged	181 laps
29	Frank Wearne, Indiana Fur Spl.				

Duke Nalon 178; George Bailey 166; Mauri Rose 165; Ronney Householder 154; Jimmy Snyder 150; Louis Meyer 149; Tony Gulotta 139; Al Miller 125; George Connor 119; Cliff Bergere 111; Henry Banks 105; Kelly Petillo 100; Louis Tomei 88; Bill Cummings 72; Russ Snowberger 56; Babe Stapp 47; Banks 105; Kelly Petillo 100; Louis Tomei 88; Bill Cummings 72; Russ Snowberger 56; Babe Stapp 47; Ira Hall 44; Frank Brisko 39; Al Putnam 15; Tony Willman 47; Rex Mays 45; Emil Andres 45; Ira Hall 44; Frank Brisko 39; Al Putnam 15; Shorty Cantlon 13.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1939					
3	Wilbur Shaw, Boyle Spl.	8	183	4:20:47	115.035
10	Jimmy Snyder, Thorne Eng. Spl.	8	182	4:22:35	114.245
54	Cliff Bergere, Offenhauser Spl.	4	270	4:23:51	113.698
4	Ted Horn, Boyle Spl.	8	268	4:28:08	111.879
31	Babe Stapp, Alfa-Romeo	8	181	4:29:42	111.230
41	George Barringer, Bill White Spl.	8	270	4:30:12	111.025
6	Joe Thorne, Thorne Eng. Spl.	6	271	4:31:42	110.416
16	Mauri Rose, Wheelers Spl.	4	256	4:33:51	109.544
14	Frank Wearne, Burd Piston Ring Spl.	4	270	4:38:16	107.806
26	Billy DeVore, Duray Barbasol Spl.	4	182	4:47:43	104.267

Tony Gulotta 200; Louis Meyer 197; George Connor 191; Tony Willman 188; Louis Tomei 186; Rex Mays 145; Herb Ardinger 141; Kelly Petillo 141; Mel Hansen 113; Harry McQuinn 110; Chet Miller 109; Ralph Hepburn 107; Floyd Roberts 106; Al Miller 104; Russ Snowberger 50; George Bailey 47; Ray Keech 47; Al Miller 41; Frank Brisko 38; Emil Andres 22; Bob Swanson 19; Shorty Cantlon 15; Floyd Davis 13; Al Miller 4; Deacon Litz 7.



Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1940					
1	Wilbur Shaw, Boyle Spl.	8	179	4:22:31	114.277
33	Rex Mays, Bowes Seal Fast Spl.	8	179	4:23:45	113.742
23	Ralph Hepburn, Wetts and Fink Spl.	4	270	4:24:08	113.572
2	Mauri Rose, Elgin Piston Ring Spl.	4	270	Flagged	197 laps
3	Ted Horn, Boyle Spl.	6	271	Flagged	197 laps
8	Joe Thorne, Thorne-Donnelly Spl.	16	183	Flagged	196 laps
37	Bob Swanson, Sampson Spl.	4	257	Flagged	195 laps
9	Frank Wearne, Boyle Spl.	4	182	Flagged	194 laps
31	Mel Hansen, Hartz Spl.	6	271	Flagged	193 laps
14	Frank Brisko, Elgin Piston Pin Spl.	8	183	Flagged	192 laps
49	Rose LeBeque, Schell Spl.				

Harry McQuinn 192; Emil Andres 192; Sam Hanks 192; George Barringer 191; Joe Chitwood 190; Louis Tomei 190; Chet Miller 189; Billy DeVore 181; Al Putnam 179; Floyd Davis 157; Kelly Petillo 128; Duke Nalon 120; George Robson 67; Kate Stupp 64; Doc Williams 61; George Connor 52; Cliff Bergere 51; Raul Russo 48; Ralph Hepburn 47; Al Miller 38; Russ Snowberger 36; Tommy Hinnershitz 32; Raoul Riganti 24.

Richard Petty and Bobby Allison go with the spirit...on and off the track.

Richard Petty and Bobby Allison have taken plenty of checkered flags with Union 76 racing products. They choose them for just one reason—performance.

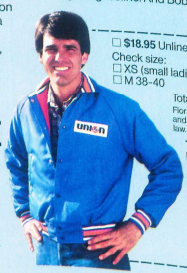
So it's no surprise that these two famous drivers look to Union 76 when they want performance in their *personal* cars as well.

For example, Richard Petty uses Union 76 Unleaded Regular gasoline. And Bobby Allison swears by Union 76 20W/50 motor oil.

They've learned from experience that Union 76 products come through—whether it's in a racing machine or a family machine.

So next time you need gasoline, motor oil, or other fine products for your car, do as Petty and Allison do.

Go with the spirit. The Spirit of 76.



Get in the spirit with a great racing jacket!

The Union 76 racing jacket. Nylon, with knit collar and cuffs. To order, use coupon.

☐ **$18.95** Unlined ☐ **$26.95** Lined

Check size:

☐ XS (small ladies—large kids) ☐ S 34-36

☐ M 38-40 ☐ L 42-44 ☐ XL 46-48

Total order_____ Total cost_____

Florida residents add 4% state sales tax. Prices include shipping and handling. This offer void in Wyoming and where prohibited by law. Make check payable to King Jack, Inc.

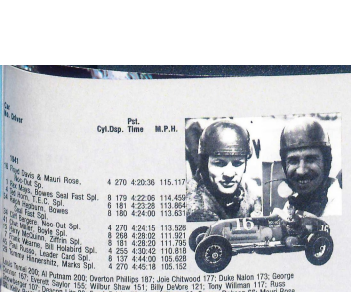
To order, send coupon with payment to: King Jack, Inc., P.O. Box 5000, Holiday, FL 33590

Name_____

Address_____

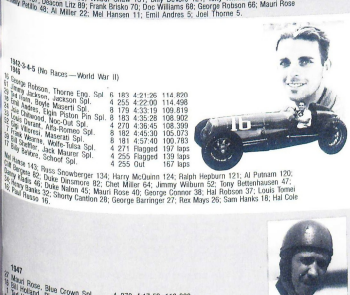
City_____ State_____ Zip_____

UNION 76



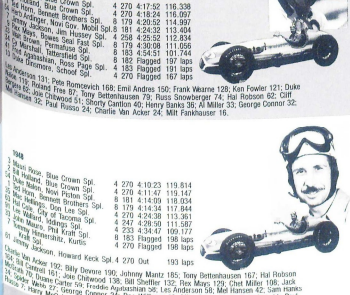
Car No.	Driver	Pst. Cyl.	Dsp.	Time	M.P.H.
1941					
1	Doug Davis & Mauri Rose, Sr.	4	270	4:20:36	115.177
2	Joe Wolfe				
3	Wilbur Bowes Seal Fast Spl.	8	179	4:22:06	114.459
4	Duke Nalon, E.C. Spl.	8	181	4:23:28	113.864
5	Ted Horn, Bowes				
6	Jimmy Snyder	8	180	4:24:00	113.634
7	Cecil Green, Noc-Out Spl.				
8	Lee Wallard, Boyle Spl.	4	270	4:24:15	113.526
9	Joe Marzolino, Zeffiro Spl.	8	268	4:28:02	111.922
10	Clark Wearne, Bill Holstrand Spl.	8	181	4:28:20	111.795
11	Bill Holland, Leader Card Spl.	4	255	4:30:42	110.818
12	Cliff Bergere, Wetteroth, Marks Spl.	8	137	4:44:00	105.628
		8	270	4:45:18	105.152

Louis Tomei 206; Al Putnam 200; Overton Phillips 187; Joie Chitwood 177; Duke Nalon 173; George Connor 167; Doug Serafin 162; Ernie Sayler 155; Wilbur Shaw 151; Billy DeVore 121; Tony Willman 117; Russ Snowberger 107; Deacon Litz 89; Frank Brisko 70; Doc Williams 68; George Robson 66; Mauri Rose 48; Al Miller 22; Mel Hansen 11; Emil Andres 5; Joel Thorne 5.



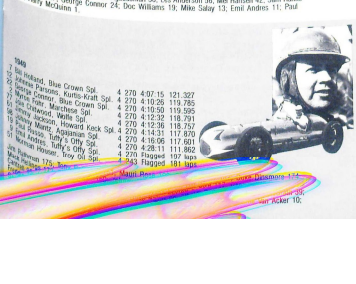
Car No.	Driver	Pst. Cyl.	Dsp.	Time	M.P.H.
1942-3-4-5 (No Races—World War II)					
1946					
97	George Robson, Thorne Eng. Spl.	6	183	4:21:26	114.809
98	Tony Bettenhausen, Jackson Spl.	4	255	4:22:00	114.498
99	Lee Wallard, Boyle Maserati Spl.	8	179	4:33:19	109.819
14	Bill Holland, Elgin Piston Pin Spl.	8	183	4:35:08	109.027
15	Cecil Green, Noc-Out Spl.	4	270	4:36:45	108.309
16	Duke Nalon, Alfa-Romeo Spl.	8	182	4:45:30	105.073
17	Clay Smith, Maserati Spl.	8	181	4:57:40	100.783
18	Duane Carter, Watts-Tulsa Spl.	4	271	Flagged	197 laps
19	Billy Devore, Jack Mauser Spl.	4	255	Flagged	139 laps
	Schoof Spl.	4	255	Out	167 laps

Mauri Rose 145; Russ Snowberger 134; Harry McQuinn 124; Ralph Hepburn 121; Al Putnam 120; George Connor 82; Duke Dinsmore 82; Chet Miller 64; Jimmy Wilburn 52; Tony Bettenhausen 47; Duke Nalon 45; Mauri Rose 40; George Connor 38; Hal Robson 37; Louis Tomei 32; Johnny Cantlon 28; George Barringer 27; Rex Mays 26; Sam Hanks 18; Hal Cole 12; Paul Russo 10.



Car No.	Driver	Pst. Cyl.	Dsp.	Time	M.P.H.
1947					
97	Mauri Rose, Blue Crown Spl.	4	270	4:17:52	116.338
98	Lee Wallard, Blue Crown Spl.	4	270	4:18:24	116.097
99	Cecil Green, Bennett Bros. Spl.	4	270	4:19:52	114.997
14	Bill Holland, Nichi Gov. Mobil Spl.	8	181	4:24:32	113.404
15	Rex Mays, Jim Hussey Spl.	4	268	4:25:02	112.834
16	Duke Nalon, Bowes Seal Fast Spl.	8	179	4:30:08	111.056
17	Clay Smith, Purnelius Spl.	8	183	4:54:51	101.744
18	Bill Holstrand, Tattersfield Spl.	8	183	Flagged	197 laps
19	Jimmy Wilburn, Bowes Page Spl.	4	183	Flagged	191 laps
	Schoof Spl.	4	270	Flagged	167 laps

Joie Chitwood 191; Pete Romcevich 168; Emil Andres 150; Frank Wearne 128; Ken Fowler 121; Duke Dinsmore 82; Roland Free 67; Tony Bettenhausen 79; Russ Snowberger 74; Hal Robson 62; Cliff Bergere 53; Sherry Cantlon 49; Henry Banks 36; Al Miller 33; George Connor 32; Paul Russo 24; Charlie Van Acker 24; Milt Fankhauser 16.



Car No.	Driver	Pst. Cyl.	Dsp.	Time	M.P.H.
1948					
1	Mauri Rose, Blue Crown Spl.	4	270	4:10:23	119.814
2	Lee Wallard, Blue Crown Spl.	4	270	4:11:47	119.147
3	Duke Nalon, Novi Piston Spl.	8	181	4:14:09	118.034
14	Bill Holland, Bennett Brothers Spl.	8	179	4:14:34	117.844
15	Rex Mays, Don Lee Spl.	8	179	4:24:30	113.361
16	Johnny Jackson, Indianapolis Spl.	4	247	4:29:50	111.587
17	Tyler Mattern, Phil Kraft Spl.	4	233	4:34:47	109.177
18	Bill Holstrand, Kurtis	8	183	Flagged	198 laps
19	Jimmy Jackson, Howard Keck Spl.	4	270	Flagged	198 laps
	Schoof Spl.	4	270	Out	193 laps

Charlie Van Acker 192; Billy Devore 190; Johnny Mantz 185; Tony Bettenhausen 167; Hal Robson 161; Joie Chitwood 138; Bill Sheffler 132; Rex Mays 129; Chet Miller 106; Jack McGrath 104; Duane Carter 55; Freddie Agabashian 36; Les Anderson 36; Mel Hansen 42; Sam Hanks 7; Jimmy Wilburn 7; George Connor 24; Doc Williams 19; Mike Salay 13; Emil Andres 11; Paul Russo 2; Harry McQuinn 1.

Car No.	Driver	Pst. Cyl.	Dsp.	Time	M.P.H.
1949					
1	Bill Holland, Blue Crown Spl.	4	270	4:07:15	121.327
2	Johnnie Parsons, Kurtis-Kraft Spl.	4	270	4:10:26	119.785
3	Lee Wallard, Blue Crown Spl.	4	270	4:10:50	119.595
14	Duke Nalon, Marchese Spl.	4	270	4:12:32	118.791
15	Rex Mays, Wetteroth Spl.	4	270	4:12:36	118.752
16	Johnny Jackson, Howard Keck Spl.	4	270	4:14:31	117.870
17	Tyler Mattern, Agabashian Spl.	4	270	4:16:06	117.601
18	Phil Kraft, Tony's Offy Spl.	4	270	4:28:11	111.862
19	Bill Holstrand, Tony Gulotta Spl.	4	270	Flagged	197 laps
	Schoof Spl.	4	183	Flagged	191 laps

Joie Chitwood 175; Jimmy Wilburn 172; Mauri Rose 170; Tony Bettenhausen 137; Russ Snowberger 134; Hal Robson 132; Duke Dinsmore 132; Jack McGrath 130; Charlie Van Acker 10; Cliff Bergere 9; Paul Russo 9; Mel Hansen 7; Sam Hanks 7; Jimmy Jackson 6; Chet Miller 5; Bill Sheffler 4; Clay Smith 3; Emil Andres 2; Doc Williams 2; Frank Wearne 1.

Car No.	Driver	Pst. Cyl.	Dsp.	Time	M.P.H.
1950 (345 Miles—Rain)					
1	Johnnie Parsons, Wynn's Spl.	4	270	2:46:55	124.002
2	Bill Holland, Blue Crown Spl.	4	270	2:47:33	122.638
3	Mauri Rose, Offenhauser Spl.	4	270	2:48:44	121.778
14	Cecil Green, John Zink Spl.	4	270	2:48:45	121.766
17	Joie Chitwood, Wolfe Spl.	4	270	2:47:32	121.755
18	Lee Wallard, Blue Crown Spl.	4	270	2:49:34	121.009
98	Walt Faulkner, Grant Piston Ring Spl.	4	270	2:47:14	121.094
99	George Connor, Blue Crown Spl.	4	270	2:47:14	121.086
7	Paul Russo, Russo-Nichels Spl.	4	270	2:48:48	119.961
59	Pat Flaherty, Granatelli-Sabourin Spl.	4	270	2:48:49	119.952

Myron Fohr 133; Duane Carter 133; Mack Hellings 132; Jack McGrath 131; Troy Ruttman 130; Gene Hartley 128; Jimmy Davies 128; Johnny McDowell 128; Walt Brown 127; Spider Webb 126; Jerry Hoyt 125; Walt Ader 123; Jackie Holmes 123; Jim Rathmann 122; Henry Banks 112; Bill Schindler 111; Bayliss Levrett 108; Freddie Agabashian 64; Jimmy Jackson 52; Sam Hanks 42; Tony Bettenhausen 30; Dick Rathmann 25; Duke Dinsmore 10.

Car No.	Driver	Pst. Cyl.	Dsp.	Time	M.P.H.
1951					
99	Lee Wallard, Belanger Spl.	4	241	3:57:38	126.244
83	Mike Nazaruk, Jim Robbins Spl.	4	270	4:00:29	124.745
9	Jack McGrath, Henkie Spl.	4	270	4:02:18	123.812
14	Andy Linden, Leitenberger Spl.	4	270	4:02:30	123.709
52	Bobby Ball, Blaney Spl.	4	270	4:03:18	123.304
1	Henry Banks, Blue Crown Spl.	4	270	Flagged	193 laps
68	Carl Forberg, Auto Shippers Spl.	4	272	Flagged	180 laps
27	Duane Carter, Mobilgas Spl.	4	270	Out	178 laps
5	Tony Bettenhausen, Mobilgas Spl.	8	181	Out	151 laps
18	Duke Nalon, Novi Purelube Spl.				

Gene Force 142; Sam Hanks 135; Bill Schindler 129; Mauri Rose 126; Walt Faulkner 123; Jimmy Davies 110; Freddie Agabashian 109; Carl Scarborough 100; Bob Muckey 97; Chuck Stevenson 93; Johnnie Parsons 87; Cecil Green 80; Troy Ruttman 76; Duke Dinsmore 73; Chet Miller 56; Walt Brown 55; Rodger Ward 34; Cliff Griffith 30; Bill Vukovich 29; George Connor 29; Mack Hellings 18; Johnny McDowell 15; Joe James 8.

Car No.	Driver	Pst. Cyl.	Dsp.	Time	M.P.H.
1952					
98	Troy Ruttman, Agajanian Spl.	4	254	3:52:41	128.922
59	Jim Ruttmann, Granatelli-Wynn's Spl.	4	270	3:56:44	126.723
18	Sam Hanks, Bardahl Spl.	4	270	3:58:53	125.580
14	Andrew Carter, Belanger Motors Spl.	4	264	3:59:30	125.259
33	Art Cross, Bowes Seal Fast Spl.	4	270	4:00:28	124.752
77	Jimmy Bryan, Peter Schmidt Spl.	4	270	4:02:06	123.914
37	Jimmy Reece, John Zink Spl.	4	270	4:03:17	123.312
64	George Connor, Federal Eng. Det. Spl.	4	270	4:04:42	122.595
22	Cliff Griffith, Tom Saratoff Spl.	4	270	4:05:05	122.402
5	Johnnie Parsons, Jim Robbins Spl.	4	270	4:06:19	121.789

Jack McGrath 200; Jim Rigsby 200; Joe James 200; Bill Schindler 200; George Fonder 197; Eddie Johnson 193; Bill Vukovich 191; Chuck Stevenson 187; Henry Banks 184; Manuel Ayulo 184; Johnny McDowell 182; Spider Webb 162; Rodger Ward 130; Tony Bettenhausen 93; Duke Nalon 84; Bob Sweikert 77; Freddie Agabashian 71; Gene Hartley 65; Bob Scott 49; Chet Miller 41; Alberto Ascari 40; Bobby Ball 34; Andy Linden 20.

Car No.	Driver	Pst. Cyl.	Dsp.	Time	M.P.H.
1953					
14	Bill Vukovich, Fuel Injection Spl.	4	270	3:53:01	128.740
16	Art Cross, Spiky, Clay Smith Spl.	4	263	3:56:32	126.827
3	Sam Hanks, Bardahl Spl.	4	270	3:57:13	126.465
59	Fred Agabashian, Grancor-Elgin Spl.	4	270	3:57:40	126.219
9	Jack McGrath, Henkie Spl.	4	270	4:00:51	124.566
48	Jimmy Daywalt, Sumar Spl.	4	270	4:01:47	124.074
2	Jim Rathmann, Travelon Trailer Spl.	4	270	4:03:06	123.464
12	Ernie McCoy, Chapman Spl.	4	263	4:00:05	122.453
98	Tony Bettenhausen, Agajanian Spl.	4	274	4:02:51	119.203
53	Jimmy Davies, Pat Clancy Spl.				

Duke Nalon 191; Carl Scarborough 190; Manuel Ayulo 184; Jimmy Bryan 183; Bill Holland 177; Rodger Ward 177; Walt Faulkner 176; Marshall Teague 169; Spider Webb 166; Bob Sweikert 151; Mike Nazaruk 146; Pat Flaherty 115; Jerry Hoyt 107; Duane Carter 94; Paul Russo 89; Johnnie Parsons 86; Don Freeland 76; Gene Hartley 53; Chuck Stevenson 42; Cal Niday 30; Bob Scott 14; Johnny Thompson 5; Andy Linden 3.

Car No.	Driver	Pst. Cyl.	Dsp.	Time	M.P.H.
1954					
14	Bill Vukovich, Fuel Injection Spl.	4	271	3:49:17	130.840
3	Johnny Bryan, Dean Van Lines Spl.	4	263	3:50:27	130.178
2	Jack McGrath, Henkie Spl.	4	270	3:50:36	130.086
34	Troy Ruttman, Automobile Shippers Spl.	4	271	3:52:09	129.218
73	Mike Nazaruk, McNamara Spl.	4	271	3:52:41	128.923
77	Fred Agabashian, Merz Eng. Spl.	4	271	3:53:30	128.474
7	Don Freeland, Jim Estes Spl.	4	271	3:54:19	128.027
5	Paul Russo, Ansted Rotary Engr. Spl.	4	270	3:56:24	126.899
28	Larry Crockett, Federal Engr. Spl.	4	271	3:56:24	126.895
24	Cal Niday, Jim Robbins Spl.				

Art Cross 200; Chuck Stevenson 199; Manuel Ayulo 197; Bob Sweikert 197; Duane Carter 196; Ernie McCoy 194; Jimmy Reece 194; Ed Elisian 193; Frank Armi 193; Sam Hanks 191; Pat O'Connor 181; Jimmy Daywalt 111; Dick Rathmann 110; Tony Bettenhausen 105; Spider Webb 104; Len Duncan 101; Johnnie Parsons 79; Bill Homeier 74.

Richard Petty and Bobby Allison go with the spirit...on and off the track.

Richard Petty and Bobby Allison have taken plenty of checkered flags with Union 76 racing products. They choose them for just one reason—performance.

So it's no surprise that these two famous drivers look to Union 76 when they want performance in their *personal* cars as well.

For example, Richard Petty uses Union 76 Unleaded Regular gasoline. And Bobby Allison swears by Union 76 20W/50 motor oil.

They've learned from experience that Union 76 products come through—whether it's in a racing machine or a family machine.

So next time you need gasoline, motor oil, or other fine products for your car, do as Petty and Allison do.

Go with the spirit. The Spirit of 76.

Get in the spirit with a great racing jacket!

The Union 76 racing jacket. Nylon, with knit collar and cuffs. To order, use coupon.

☐ **$18.95** Unlined ☐ **$26.95** Lined

Check size:

☐ XS (small ladies—large kids) ☐ S 34-36

☐ M 38-40 ☐ L 42-44 ☐ XL 46-48

Total order_____ Total cost_____

Florida residents add 4% state sales tax. Prices include shipping and handling. This offer void in Wyoming and where prohibited by law. Make check payable to King Jack, Inc.

To order, send coupon with payment to: King Jack, Inc., P.O. Box 5000, Holiday, FL 33590

Name_____

Address_____

City_____ State_____ Zip_____

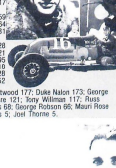
UNION 76

Car No. Driver		Cyl.	Dup.	Time	M.P.H.

1941

99	Floyd Davis & Mauri Rose, Noc-Out Sp.	4	270	4:20:36	115.172
1	Jay Hoit, Bowes Seal Fast Sp.	8	179	4:22:06	114.459
54	Ralph Hepburn, Bowes Seal Fast Sp.	8	181	4:23:26	113.864
24	Lee Eastman, Gerdes Sp.	8	180	4:24:00	113.633
97	Chet Miller, Boyle Sp.	4	270	4:24:15	113.526
3	Rudy McQuinn, Zaffiri Sp.	8	268	4:28:02	111.921
61	Frank Wearne, Rib Holladed Sp.	8	181	4:28:29	111.795
26	Ernie Hoose, Leader Card Sp.	4	270	4:30:42	110.818
20	Tommy Hinnershitz, Marks Sp.	8	137	4:44:09	105.826
		4	270	4:45:18	105.152

Stan Tomei 200; Al Putnam 200; Overton Phillips 187; Joie Chitwood 177; Duke Nalon 173; George Connor 167; Everett Saylor 155; Wilbur Shaw 151; Billy DeVore 121; Tony Willman 117; Russ Snowberger 107; Deacon Litz 89; Frank Brisko 70; Doc Williams 68; George Robson 66; Mauri Rose 56; Kelly Petillo 48; Al Miller 22; Mel Hansen 11; Emil Andres 5; Joel Thorne 5.



1942-3-4-5 (No Races—World War II)					
1946					
15	George Robson, Thorne Eng. Spl.	6	183	4:21:26	114.820
19	Jimmy Jackson, Jackson Spl.	4	255	4:22:09	114.498
14	Ted Horn, Boyle Maserati Spl.	8	179	4:23:19	109.819
28	Bill Andres, Dgtn Piston Pin Spl.	8	183	4:35:28	108.902
98	Joie Chitwood, Noc-Out Sp.	4	270	4:36:45	108.399
62	Lou Durant, Alfa-Romeo Sp.	8	182	4:45:39	106.673
61	Ralph Hepburn, Maserati Spl.	8	181	4:57:40	100.783
39	Frank Wearne, Waite-Tolsa Spl.	4	271	Flagged	197 laps
31	Billy Devore, Jack Maurer Spl.	4	255	Flagged	139 laps
	Mel Hansen, School Spl.	4	255	Out	167 laps

Mel Hansen 143; Russ Snowberger 134; Harry McQuinn 124; Ralph Hepburn 121; Al Putnam 120; Tony Gwinn 46; Duke Nalon 45; Mauri Rose 40; George Connor 38; Hal Robson 37; Louis Tomei 36; Henry Banks 32; Shorty Cantlon 28; George Barringer 27; Rex Mays 26; Sam Hanks 18; Hal Cole 16; Paul Russo 16.

1947					
27	Mauri Rose, Blue Crown Spl.	4	270	4:17:52	116.338
18	Bill Holland, Blue Crown Spl.	4	270	4:18:34	116.007
1	Ted Horn, Bennett Brothers Spl.	8	179	4:20:52	114.997
54	Herb Ardinger, Novi Gov. Model Spl.	8	181	4:24:32	113.404
7	Jimmy Jackson, Jim Hussey Spl.	4	258	4:25:52	112.834
33	Rex Mays, Bowes Seal Fast Sp.	8	179	4:30:09	111.056
34	Cy Marshall, Tetterfield Spl.	8	183	4:54:51	101.744
41	Fred Agabashian, Ross Page Spl.	4	182	Flagged	197 laps
10	Duke Dinsmore, Schnoll Spl.	4	183	Flagged	191 laps
		4	270	Flagged	167 laps

Les Anderson 131; Pete Romcevich 168; Emil Andres 150; Frank Wearne 128; Ken Fowler 121; Duke Nalon 119; Roland Free 87; Tony Bettenhausen 79; Russ Snowberger 74; Hal Robson 62; Cliff Bergere 62; Joie Chitwood 51; Shorty Cantlon 40; Henry Banks 39; Al Miller 33; George Connor 32; Mel Hansen 32; Paul Russo 24; Charlie Van Acker 24; Milt Fankhauser 16.

1948					
1	Mauri Rose, Blue Crown Sp.	4	270	4:10:23	119.814
27	Bill Holland, Blue Crown Sp.	4	270	4:11:47	119.147
97	Duke Nalon, Novi Piston Sp.	8	181	4:14:09	118.034
3	Ted Horn, Bennett Brothers Sp.	8	179	4:14:37	117.844
12	Mel Hallenbeck, Don Lee Sp.	4	270	4:24:38	113.361
61	Hal Cole, City of Tacoma Sp.	4	247	4:28:56	111.587
53	Les Willard, Hidings Sp.	4	233	4:34:47	109.177
21	John Mauro, Phil Kraft Spl.	8	183	Flagged	198 laps
29	Tommy Hinnershitz, Kurtis Kraft Spl.	4	270	Flagged	198 laps
41	Johnny Jackson, Howard Keck Spl.	4	270	Out	193 laps

Charlie Van Acker 192; Billy Devore 190; Johnny Mantz 185; Tony Bettenhausen 167; Hal Robson 164; Bill Cantrell 161; Joie Chitwood 138; Bill Sheffler 132; Rex Mays 129; Chet Miller 108; Jack McGrath 76; Duane Carter 58; Freddie Agabashian 58; Les Anderson 58; Mel Hansen 42; Sam Hanks 34; Spider Webb 27; George Connor 24; Doc Williams 19; Mike Salay 13; Emil Andres 11; Paul Russo 7; Harry McQuinn 1.

1949					
7	Bill Holland, Blue Crown Sp.	4	270	4:07:15	121.327
8	Johnnie Parsons, Kurtis-Kraft Sp.	4	270	4:10:26	119.785
22	George Connor, Blue Crown Sp.	4	270	4:10:50	119.595
2	Myron Fohr, Marchesi Sp.	4	270	4:12:32	118.791
77	Joie Chitwood, Waite Spl.	4	270	4:12:36	118.757
61	Jimmy Jackson, Howard Keck Spl.	4	270	4:14:31	117.870
96	Johnny Mantz, Agajanian Sp.	4	270	4:16:06	117.601
19	Paul Russo, Tuffy's Offy Sp.	4	270	4:28:11	111.862
9	Emil Andres, Tuffy's Offy Sp.	4	270	Flagged	197 laps
57	Norman Hosser, Troy Oil Sp.	4	243	Flagged	181 laps

Jim Rathmann 175; Tony Rothman 151; Mauri Rose 192; Duane Carter 182; Duke Dinsmore 174; Mack Hellings 172; Bill Sheffler 160; Johnny McDowell 142; Hal Cole 117; George Fonder 116; Bill Cantrell 95; Jackie Holmes 65; Lee Wallard 55; Bayliss Levrett 52; Rex Mays 48; Jack McGrath 39; Freddie Agabashian 38; Manuel Ayulo 24; Duke Nalon 23; Sam Hanks 20; Charlie Van Acker 10; George Lynch 1; Spider Webb 0.

Car No. Driver		Cyl.	Dup.	Time	M.P.H.

1950 (345 Miles—Rain)

1	Johnnie Parsons, Wynn's Sp.	4	270	2:46:55	124.002
3	Bill Holland, Blue Crown Spl.	4	270	2:47:33	122.638
31	Mauri Rose, Offenhauser Sp.	4	270	2:48:24	121.778
54	Cecil Green, John Zink Spl.	4	270	2:48:45	121.766
17	Joie Chitwood, Wolfe Spl.	4	270	2:47:32	121.755
8	Lee Wallard, Blue Crown Spl.	4	270	2:48:34	121.009
98	Walt Faulkner, Grant Piston Ring Spl.	4	270	2:47:13	121.094
	Myron Fohr 133; Duane Carter 133; Mack Hellings 132; Jack McGrath 131; Troy Ruttman 130; Gene Hartley 128; Jimmy Davies 128; Johnny McDowell 128; Walt Brown 127; Spider Webb 126; Jerry Hoyt 125; Walt Ader 123; Jackie Holmes 123; Jim Rathman 122; Henry Banks 112; Bill Schindler 111; Bayliss Levrett 108; Freddie Agabashian 64; Johnny Jackson 52; Sam Hanks 42; Tony Bettenhausen 30; Dick Rathmann 25; Duke Dinsmore 19.				

1951					
99	Lee Wallard, Belanger Spl.	4	241	3:57:38	126.244
83	Mike Nazaruk, Jim Robbins Spl.	4	270	3:59:26	125.302
9	Jack McGrath, Hinkle Spl.	4	270	4:00:29	124.745
57	Andy Linden, Leitenberger Spl.	4	270	4:02:18	123.817
52	Bobby Ball, Bakelyt Spl.	4	270	4:02:38	123.709
1	Henry Banks, Blue Crown Spl.	4	270	4:03:18	123.304
68	Carl Forberg, Auto Shippers Spl.	4	270	Flagged	199 laps
27	Duane Carter, Mobilgas Spl.	4	272	Flagged	199 laps
	Tony Bettenhausen, Mobilgas Sp.	4	270	Out	178 laps
18	Duke Nalon, Novi Pursuite Spl.	8	181	Out	151 laps

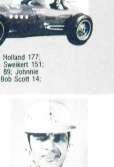
Gene Force 142; Sam Hanks 135; Bill Schindler 129; Mauri Rose 126; Walt Faulkner 123; Jimmy Davies 119; Freddie Agabashian 109; Carl Scarborough 100; Bill Mackey 97; Chuck Stevenson 93; Johnnie Parsons 87; Cecil Green 80; Troy Ruttman 79; Duke Dinsmore 73; Chet Miller 56; Walt Brown 50; Rodger Ward 34; Cliff Griffith 30; Bill Vukovich 29; George Connor 29; Mack Hellings 18; Johnny McDowell 15; Joe James 8.

1952					
98	Troy Ruttman, Agajanian Spl.	4	264	3:52:41	128.922
59	Jim Rathmann, Granson Wynn's Spl.	4	270	3:56:44	126.273
18	Sam Hanks, Bardahl Spl.	4	270	3:58:53	125.580
1	Duane Carter, Belanger Motors Spl.	4	264	3:59:30	125.259
33	Art Cross, Bowes Seal Fast Spl.	4	270	4:01:22	124.292
77	Jimmy Bryan, Peter Schmidt Spl.	4	270	4:02:06	123.914
32	Jimmy Reece, John Zink Spl.	4	270	4:03:12	123.312
54	George Connor, Federal Eng. Spl.	4	270	4:04:42	122.595
22	Cliff Griffith, Tom Sarafoff Spl.	4	270	4:05:05	122.462
15	Johnnie Parsons, Jim Robbins Spl.	4	270	4:06:19	121.789

Jack McGrath 200; Jim Rigsby 200; Joe James 200; Bill Schindler 200; George Fonder 197; Eddie Johnson 193; Bill Vukovich 191; Chuck Stevenson 187; Henry Banks 184; Manuel Ayulo 184; Johnny McDowell 182; Spider Webb 182; Rodger Ward 182; Tony Bettenhausen 93; Duke Nalon 84; Bob Swinkert 77; Freddie Agabashian 71; Gene Hartley 65; Bob Scott 49; Chet Miller 41; Alberto Ascari 40; Bobby Ball 34; Andy Linden 20.

1953					
14	Bill Vukovich, Fuel Injection Spl.	4	270	3:53:01	128.740
16	Art Cross, Sprg. Clay Smith Spl.	4	263	3:56:32	126.827
1	Sam Hanks, Bardahl Spl.	4	270	3:57:13	126.465
59	Fred Agabashian, Granson-Elgin Spl.	4	270	3:57:40	126.215
5	Jack McGrath, Hinkle Spl.	4	270	4:00:51	124.596
49	Jimmy Davies, Sumar Spl.	4	270	4:01:11	124.373
2	Jim Rathmann, Travelon Trailer Spl.	4	270	4:01:47	124.072
12	Ernie McCoy, Chapman Spl.	4	270	4:03:06	123.404
98	Tony Bettenhausen, Agajanian Spl.	4	263	4:06:05	122.453
53	Jimmy Davies, Pat Clancy Spl.	4	274	4:02:51	119.293

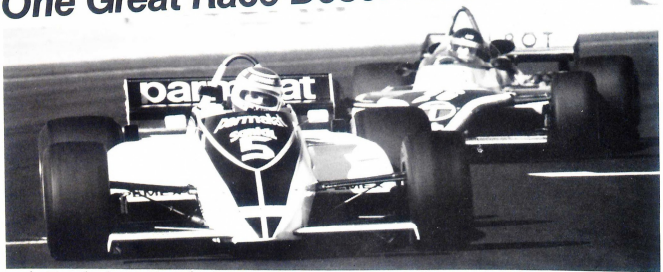
Duke Nalon 191; Carl Scarborough 190; Manuel Ayulo 184; Jimmy Bryan 183; Bill Holland 177; Rodger Ward 177; Walt Faulkner 176; Marshall Teague 168; Spider Webb 166; Bob Swinkert 151; Mike Nazaruk 146; Pat Flaherty 115; Jerry Hoyt 107; Duane Carter 94; Paul Russo 89; Johnnie Parsons 86; Don Freeland 76; Gene Hartley 53; Chuck Stevenson 42; Cal Niday 30; Bob Scott 14; Johnny Thompson 6; Andy Linden 3.



1954					
14	Bill Vukovich, Fuel Injection Spl.	4	221	3:49:17	130.849
9	Jimmy Bryan, Dean Van Lines Spl.	4	263	3:50:27	130.178
2	Jack McGrath, Hinkle Spl.	4	270	3:50:36	130.086
34	Troy Ruttman, Automobile Shippers Spl.	4	271	3:52:09	129.218
73	Mike Nazaruk, McNamara Spl.	4	271	3:52:41	128.923
77	Fred Agabashian, Merz Eng. Spl.	4	272	3:53:04	128.711
7	Don Freeland, Bob Estes Spl.	4	271	3:53:30	128.474
5	Paul Russo, Amsted Rotary Eng. Spl.	4	271	3:54:18	128.037
28	Larry Crockett, Federal Eng. Spl.	4	270	3:56:24	126.899
24	Cal Niday, Jim Robbins Spl.	4	271	3:56:24	126.895

Art Cross 200; Chuck Stevenson 199; Manuel Ayulo 197; Bob Swinkert 197; Duane Carter 196; Ernie McCoy 194; Jimmy Reece 194; Ed Elisian 193; Frank Arns 193; Sam Hanks 191; Pat O'Connor 181; Rodger Ward 177; Gene Hartley 146; Pat Flaherty 116; Johnny Thomson 105; Andy Linden 105; Jerry Hoyt 100; Jimmy Daywalt 111; Jim Rathmann 110; Tony Bettenhausen 105; Spider Webb 104; Len Duncan 101; Johnnie Parsons 79; Bill Homeier 74.

One Great Race Deserves Another . . .



CAESARS PALACE GRAND PRIX

PRESENTED BY DATSUN IN LAS VEGAS • SEPT. 23-26, 1982

FORMULA ONE RACE • COORS CAN-AM • MOTORCYCLE RACES

If you enjoy the excitement of Formula One racing, you won't want to miss the 2nd Annual Caesars Palace Grand Prix in Las Vegas, September 23-26, the final Formula One race of the 1982 season.

This year's schedule of events promises plenty of racing thrills, with practice and qualifying on Thursday and Friday, September 23 and 24; the Caesars Palace Grand Prix Formula One Race on Saturday, September 25; and the Coors Can-Am and motorcycle races on Sunday, September 26.

Add to all that the 24-hour action of Las Vegas and you've got the premier racing event of the year.

Challenging the world's finest drivers is a specially designed 2.2-mile track with 14 perilous turns — within minutes of Caesars Palace, 45,000 first class hotel rooms and plenty of RV space.

For the spectators, reserved elevated grandstand seating encircling the track affords everybody the best possible view of all the action. Special garage passes are available which give fans access to all of the action behind the scenes and an up-close viewpoint of the cars and drivers.

The winning combination, the Caesars Palace Grand Prix and Las Vegas!

Insure your seat now! There are only 45,000 seats available. You may reserve tickets now by calling toll-free 800-634-6698, or sending in the coupon. For room reservations assistance in Las Vegas, please contact Caesars Palace at 1-800-634-6661, and our staff will be glad to help you. In Las Vegas, call 731-7865.

YES, PLEASE SEND ME A TICKET ORDER/INFORMATION FORM.

NAME: _____

ADDRESS: _____

_____

TELEPHONE: _____

Send this coupon to: CAESARS PALACE TICKET OFFICE
3570 Las Vegas Boulevard South - Las Vegas, Nevada 89109

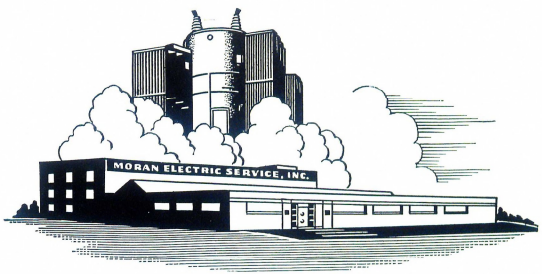
CAESARS PALACE

Moran Electric Service, Inc.

Electricians

for the

Indianapolis Motor Speedway Corporation



Electrical Construction Engineers

Power and Lighting Installations

Electrical Apparatus & Motors Repaired

INDIANAPOLIS, INDIANA 46202
1931 MARTINDALE AVE.
632-5551

Car No.	Driver	Cyl.	Dsp.	Pst. Time	M.P.H.
1955					
6	Bob Swiekert, John Zink Spl.	4	270	3:53.59	128.209
10	Tony Bettenhausen, Chapman Spl.	4	270	3:56.43	126.733
15	Jimmy Davies, Bardahl Spl.	4	270	3:57.31	126.299
44	Johnny Thomson, Schmidt Spl.	4	270	3:57.38	126.241
77	Walt Faulkner, Merz Eng. Spl.	4	270	3:59.16	125.377
19	Andy Linden, Massaglia Spl.	4	270	3:59.57	125.022
71	Al Herman, Martin Brothers Spl.	4	270	4:00.23	124.704
29	Pat O'Connor, Amsted-Rotary Spl.	4	270	4:00.41	124.644
48	Jimmy Daywalt, Sumar Spl.	4	270	4:01.09	124.401
89	Pat Flaherty, Dunn Eng. Spl.	4	272	4:01.46	124.086

Duane Carter 197; Church Weyant 196; eddie johnson 196; Jim Rathmann 191; Don Freeland 179; Cal Niday 170; Art Cross 168; Shorty Templeman 142; Sam Hanks 142; Keith Andrews 120; Johnnie Parsons 119; Eddie Russo 112; Ray Crawford 111; Jimmy Bryan 90; Bill Vukovich 55; Jack McGrath 54; Al Keller 54; Rodger Ward 53; Johnny Boyd 53; Ed Elisian 53, Jerry Hoyt 40; Freddie Agabashian 39; Jimmy Reece 10.

Car No.	Driver	Cyl.	Dsp.	Pst. Time	M.P.H.
1958					
8	Pat Flaherty, John Zink Spl.	4	270	3:53.28	128.490
4	Sam Hanks, Jones and Maley Spl.	4	270	3:53.49	128.303
16	Don Freeland, Bob Estes Spl.	4	270	3:54.59	127.668
98	Johnnie Parsons, Agajanian Spl.	4	270	3:56.54	126.631
73	Dick Rathmann, McNamara Spl.	4	270	3:57.50	126.133
1	Bob Sweikert, Q-A Lubricant Spl.	4	270	3:59.03	125.489
14	Bob Wells, Federal Engr. Spl.	4	270	3:59.54	125.048
19	Rodger Ward, Filter Queen Spl.	4	270	4:00.01	124.990
26	Jimmy Reece, Massaglia Spl.	4	270	4:00.07	124.938
27	Cliff Griffith, Jim Robbins Spl.	4	270	4:01.45	123.471

Gene Hartley 196; Freddie Agabashian 196; Bob Christie 196; Al Keller 195; Eddie Johnson 195; Billy Garrett 194; Duke Dinsmore 191; Pat O'Connor 187; Jimmy Bryan 185; Jim Rathmann 175; Johnnie Tolan 171; Tony Bettenhausen 160; Ed Elisian 160; Jimmy Daywalt 134; Jack Turner 131; Keith Andrews 94; Andy Linden 90; Al Herman 74; Ray Crawford 49; Johnny Boyd 35; Troy Ruttman 22; Johnny Thomson 22; Paul Russo 21.

Car No.	Driver	Cyl.	Dsp.	Pst. Time	M.P.H.
1957					
9	Sam Hanks, Belond Exhaust Spl.	4	250	3:41.14	135.601
26	Jim Rathmann, Chrocraetic Spl.	4	255	3:41.35	135.362
1	Jimmy Bryan, Dean Van Lines Spl.	4	255	3:43.28	134.166
54	Paul Russo, Novi Air Cond. Spl.	8	168	3:44.11	133.818
73	Andy Linden, McNamara Hydol Spl.	4	255	3:44.28	133.642
6	Johnny Boyd, Bowes Seal Fast Spl.	4	251	3:45.49	132.846
48	Marshall Teague, Sumar Spl.	4	255	3:46.07	132.281
12	Pat O'Connor, Sumar Spl.	4	255	3:47.31	131.855
7	Bob Veith, Bob Estes Spl.	4	251	3:48.24	131.345
97	Gene Hartley, Massaglia Spl.	4	251	Christie 197;	

Jack Turner 200; Johnny Thomson 199; Bob Christie 197; Chuck Weyant 196; Tony Bettenhausen 195; Johnnie Parsons 195; Don Freeland 192; Jimmy Reece 182; Don Edmunds 170; Johnnie Tolan 138; Al Herman 111; Freddie Agabashian 107; Eddie Sachs 105; Mike Magill 101; Eddie Johnson 93; Bill Cheesbourg 81; Al Keller 75; Jimmy Daywait 53; Ed Elisian 51; Rodger Ward 27; Troy Ruttman 13; Eddie Russo 0; Elmer George 0.

Car No.	Driver	Cyl.	Dsp.	Pst. Time	M.P.H.
1960					
4	Jim Rathmann, Ken-Paul Spl.	4	251	3:36.11	138.767
1	Rodger Ward, Leader Card 500	4	251	3:36.24	138.631
99	Paul Goldsmith, Demler Spl.	4	255	3:39.18	136.792
7	Don Branson, Bob Estes Spl.	4	251	3:39.19	136.785
3	Johnny Thompson, Adams Spl.	4	251	3:39.22	136.750
22	Eddie Johnson, Jim Robbins Spl.	4	251	3:40.21	136.137
98	Lloyd Ruby, Agajanian Spl.	4	251	3:40.36	135.983
44	Bob Veith, Schmidt Spl.	4	251	3:41.28	135.402
18	Bud Tingelstad, Jim Robbins Spl.	4	251	3:44.21	133.717
38	Bob Christie, Federal Eng. Spl.	4	254	3:44.51	133.416

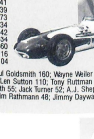
Ken Amick 200; Duane Carter 200; Bill Homeier 200; Gene Hartley 196; Chuck Stevenson 196; Bobby Grim 194; Shorty Templeman 191; Jim Hurtubise 185; Jimmy Bryan 152; Troy Ruttman 134; Eddie Sachs 132; Don Freeland 129; Tony Bettenhausen 125; Wayne Weiler 103; A.J. Foyt 90; Eddie Russo 84; Johnny Boyd 77; Gene Force 74; Jim McWithey 60; Len Sutton 47; Dick Rathmann 42; Al Herman 34; Dempsey Wilson 11.

Car No.	Driver	Cyl.	Dsp.	Pst. Time	M.P.H.
1961					
1	A.J. Foyt, Jr., Bowes Seal Fast Spl.	4	251	3:35.37	139.130
12	Eddie Sachs, Dean Van Lines Spl.	4	251	3:35.45	139.041
2	Rodger Ward, Del Webb's Spl.	4	251	3:36.32	138.039
7	Shorty Templeman, B. Porter Spl.	4	251	3:39.10	136.873
19	Al Keller, Konstant Hot Spl.	4	251	3:39.10	136.873
18	Chuck Stevenson, Metal-Cal Spl.	4	251	3:40.21	136.045
31	Bobby Marshman, Hoover Eqp. Spl.	4	251	3:41.00	135.742
5	Lloyd Ruby, Autolite Spl.	4	251	3:41.09	135.576
17	Jack Brabham, Cooper-Climax Spl.	4	254	3:42.27	134.860
34	Norm Hall, Federal Eng. Spl.	4	167	3:43.41	134.116
		4	254	3:43.42	134.104

Gene Hartley 198; Parnelli Jones 192; Bob Christie 184; Paul Goldsmith 160; Wayne Weiler 147; Dempsey Wilson 145; Bob Christie 132; Eddie Johnson 127; Len Sutton 110; Tony Ruttman 105; Johnny Boyd 105; Jim Hurtubise 102; Ebb Rose 93; Cliff Griffith 55; Jack Turner 52; A.J. Shepherd 51; Bill Cheesbourg 50; Don Davis 49; Jim Rathmann 48; Jimmy Daywait 27; Bobby Grim 26; Don Branson 2.

Car No.	Driver	Cyl.	Dsp.	Pst. Time	M.P.H.
1962					
3	Rodger Ward, Leader Card 500	4	251	3:33.50	140.293
7	Len Sutton, Leader Card 500	4	251	3:34.01	140.167
2	Eddie Sachs, Dean Autolite Spl.	4	251	3:34.02	140.075
27	Don Davis, J.H. Rose Truck Spl.	4	361	3:34.36	139.768
54	Bobby Marshman, Bryant Htg. & Cool. Spl.	4	251	3:34.37	139.756
15	Jim McElreath, Schulz Fuel Pump Spl.	4	251	3:36.22	138.653
98	Parnelli Jones, Agajanian Willard Spl.	4	251	3:36.33	138.534
12	Lloyd Ruby, Thompson Ind. Spl.	4	253	3:37.06	138.182
44	Jim Rathmann, Simoniz Vista Spl.	4	251	3:39.07	136.913
38	Johnny Boyd, Metal-Cal Spl.	4	251	3:39.37	136.600

Shorty Templeman 200; Don Branson 200; Jim Hurtubise 200; Ebb Rose 200; Bud Tingelstad 200; Chuck Hulse 92; Jimmy Daywait 75; A.J. Foyt 70; Dick Rathmann 52; Eddie Johnson 39; Paul Russo 21; Jack Turner 18; Bob Christie 18; Allen Crowe 31; Roger McCluskey 169; Elmer George 147; Troy Ruttman 141; Bobby Grim 97; Dan Gurney 93; Goldsmith 27; Gene Hartley 24; Paul Russo 21; Jack Turner 18; Bob Christie 18; Allen Crowe 31; Chuck Rodee 13; Bob Veith 13.



Car No.	Driver	Cyl.	Dsp.	Pst. Time	M.P.H.
1963					
98	Parnelli Jones, Agajanian Willard Spl.	4	251	3:29.35	143.137
92	Jim Clark, Lotus Powered by Ford	8	255	3:30.09	142.752
2	A.J. Foyt, Jr., Sheraton-Thompson Spl.	4	251	3:30.57	142.210
1	Rodger Ward, Kaiser Aluminum Spl.	4	251	3:32.27	141.090
4	Don Branson, Leader Card 500	4	251	3:32.58	140.866
8	Jim McElreath, Forbes Team Spl.	4	251	3:32.58	140.866
93	Dan Gurney, Lotus Powered by Ford	8	255	3:34.10	140.071
10	Chuck Hulse, Dean Van Lines Spl.	4	251	3:34.11	140.064
84	Al Miller, Thompson Harvey Alum. Spl.	8	255	3:35.00	139.524
22	Dick Rathmann, Chapman Spl.	4	251	3:36.04	138.845

Dempsey Wilson 200; Troy Ruttman 200; Bob Christie 200; Ebb Rose 200; Roger McCluskey 198; Bobby Marshman 196; Eddie Sachs 181; Paul Goldsmith 140; Lloyd Ruby 126; Eddie Johnson 112; Bob Veith 74; Allen Crowe 47; Bud Tingelstad 46; Johnny Rutherford 43; Elmer George 21; Art Malone 194; Don Branson 176; Mike Hanigan 175; Jim Hurtubise 141; Len Sutton 140; Bill McWithey 72; Bob McMillan 72; Parnelli Jones 55; Jim Clark 47; Bobby MacLennan 39; Eddie Johnson 6; Bonny Unser 1; Norm Hall 1.

Car No.	Driver	Cyl.	Dsp.	Pst. Time	M.P.H.
1964					
1	A.J. Foyt, Jr., Sheraton-Thompson Spl.	4	251	3:23.25	147.359
2	Rodger Ward, Kaiser Aluminum Spl.	8	255	3:25.09	146.339
98	Lloyd Ruby, Forbes Racing Team Spl.	4	251	3:29.52	144.329
99	Johnny White, Demler Spl.	4	251	3:29.29	143.296
88	Johnny Boyd, Ella Finch, D. J. Spl.	4	251	3:30.45	142.345
15	Bud Tingelstad, Federal Eng. Spl.	4	251	Flagged	198 laps
73	Dick Rathmann, Chapman Spl.	4	251	Flagged	198 laps
4	Bob Harkey, Wally Weir Mobilgas Spl.	4	251	Flagged	197 laps
68	Bob Wente, Morcroft-Taylor Spl.	4	251	Flagged	197 laps
16	Bobby Grim, Konstant Hot Spl.	4	251	Flagged	197 laps
		4	251	Flagged	196 laps

Art Malone 194; Don Branson 176; Mike Hanigan 175; Jim Hurtubise 141; Len Sutton 140; Bill Cheesbourg 131; Dan Gurney 119; Troy Ruttman 99; Bob Veith 88; Jack Brabham 77; Jim McElreath 77; Bob McMillan 72; Parnelli Jones 55; Jim Clark 47; Bobby MacLennan 39; Eddie Johnson 6; Bonny Unser 1; Norm Hall 1; Chuck Stevenson 2; Dave MacDonald 1; Eddie Sachs 1; Ronnie Duman 1;

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1965					
24	Jim Clark, Lotus Powered by Ford	8	255	3:19:05	150.686
64	Parnelli Jones, Agajanian's Hurst Spl.	8	255	3:21:04	149.200
60	Mario Andretti, Dean Van Lines Spl	8	255	3:21:10	149.121
12	Al Miller, Jerry Alderman Ford Lotus	8	255	3:24:39	146.581
76	Gordon Johncock, Weinberger Homes	4	253	3:24:53	146.417
31	Mickey Rupp, G.C. Murphy Stores Spl.	4	255	Flagged	198 laps
83	Bobby Johns, Lotus Powered by Ford	8	255	Flagged	197 laps
4	Don Branson, Wynn's Spl.	8	255	Flagged	197 laps
52	Al Unser, Sheraton-Thompson Spl.	8	255	Flagged	196 laps
23	Eddy Johnson, Chapman Spl.	4	254	Flagged	195 laps

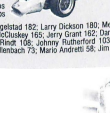
Lloyd Ruby 184; Len Sutton 177; Johnny Boyd 140; Walt Hansgen 117; A.J. Foyt 115; Bud Tingelstad 115; Billy Foster 85; Arnie Knepper 80; Bobby Unser 69; Jim McElreath 66; George Follmer 64; Ronnie Duman 62; Masten Gregory 59; Bob Veith 58; Chuck Stevenson 50; Dan Gurney 42; Jerry Grant 30; Chuck Rodee 26; Joe Leonard 27; Roger McCluskey 18; Johnny Rutherford 15; Bill Cheesbourg 14; Jim Hurtubise 1.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1966					
24	Graham Hill, American Red Ball Spl.	8	255	3:27:52	144.317
19	Jimmy Clark, STP Gas Treatment Spl.	8	255	3:28:33	143.843
3	Jimmy McElreath, Dirt-Grachel-Slick	8	255	3:28:42	143.742
72	Gordon Johncock, Weinberger Spl	8	255	3:29:40	143.084
94	Mel Kenyon, Gerhardt Offy	4	251	Flagged	199 laps
43	Jackie Stewart, Bowes Seal Fast Spl.	8	255	Out	190 laps
15	Eddie Johnson, Wholesale Special II	4	251	Out	175 laps
6	Bobby Unser, Vita Fresh O. J. Spl.	4	168	Flagged	171 laps
98	Jerry Grant, Bardahl-Pacesetter Spl.	8	255	Out	170 laps

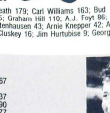
Lloyd Ruby 166; Al Unser 161; Roger McCluskey 129; Parnelli Jones 87; Rodger Ward 87; Carl Williams 78; Jim Hurtubise 29; Mario Andretti 27; George Snider 22; Chuck Hulse 22; Bud Tingelstad 16; Johnny Boyd 5; Don Branson 0; Billy Foster 0; Gary Congdon 0; A.J. Foyt 0; Dan Gurney 0; Cale Yarborough 0; Arnie Knepper 0; Al Miller 0; Bobby Grim 0; Larry Dickson 0; Ronnie Duman 0.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1967					
14	A.J. Foyt, Jr., Sheraton-Thompson Spl.	8	255	3:18:24	151.207
5	Al Unser, Retzloff Chemical Spl.	8	255	Flagged	198 laps
4	Joe Leonard, Sheraton-Thompson Spl.	8	255	Flagged	197 laps
69	Dennis Hulme, City of Daytona Spl.	8	255	Flagged	197 laps
3	Jim McElreath, John Zink Treatment Spl.	8	255	Flagged	196 laps
40	Parnelli Jones, STP Oil Treatment Spl.	turb	Out		196 laps
9	Chuck Hulse, Hopkins Spl.	8	255	Out	195 laps
67	Al Pollard, Thermo King	4	168	Flagged	195 laps
6	Air Cond. Spl.				
8	Bobby Unser, Rislone Spl.	8	255	Flagged	193 laps
41	Carl Williams, George R. Bryant Spl.	8	255	Out	189 laps

George Snider 190; Gordon Johncock 188; Bobby Grim 187; Bud Tingelstad 182; Larry Dickson 180; Mel Kenyon 177; Cale Yarborough 176; Jackie Stewart 168; Roger McCluskey 165; Jerry Grant 162; Dan Gurney 160; Arnie Knepper 158; Ronnie Duman 154; Jochen Rindt 108; Johnny Rutherford 103; Chuck Rodee 35; Graham Hill 23; Lloyd Ruby 3.



Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1968					
3	Bobby Unser, Rislone Spl.	4	168	3:16:13	152.882
16	Dan Gurney, Olsonite Eagle	8	305	3:17:07	152.187
94	Mel Kenyon, City of Daytona Spl.	4	168	3:21:02	149.252
25	Denis Hulme, Olsonite Eagle	8	255	3:21:08	149.146
71	Lloyd Ruby, Gene White Company	4	168	3:21:58	148.529
99	Ronnie Duman, Cleaver-Brooks Spl.	4	168	3:21:35	148.324
84	Bobby Unser, Wagner-Lockheed Spl.	4	168	3:21:23	148.222
14	Mike Mosley, Zecal-Lubriquip Spl.	4	168	3:22:30	147.028
64	Sam Sessions, Valvoline Spl.	8	255	3:21:18	146.786
6	Bobby Grim, Gene White Company	4	168	3:21:47	146.440
	Bob Veith 195; Joe Leonard 191; Art Pollard 188; Jim McElreath 179; Carl Williams 163; Bud Tingelstad 158; Wally Dallenbach 146; Johnny Rutherford 125; Graham Hill 110; A.J. Foyt 86; Ronnie Duckhorn 75; Jim Hurtubise 54; Jerry Grant 50; Gary Bettenhausen 43; Arnie Knepper 42; Al Unser 9; Gordon Johncock 37; Larry Dickson 24; Roger McCluskey 16; Jim Hurtubise 9; George Snider 9; Jochen Rindt 5; Mario Andretti 2.



Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1969					
2	Mario Andretti, STP Oil Treatment Spl.	8	159	3:11:14	156.867
48	Dan Gurney, Olsonite Eagle	8	319	3:13:07	155.337
1	Bobby Unser, Bardahl Spl.	8	159	3:14:41	154.090
94	Mel Kenyon, Krohne Transport Spl.	4	159	3:17:08	152.177
44	Joe Revson, Repco Brabham	8	254	Flagged	197 laps
98	Mike Mosley, City of Daytona Spl.	8	159	Flagged	193 laps
66	Mike Fletcher, Sunoco	4	159	Flagged	190 laps
6	A.J. Foyt, Jr., Sheraton-Thompson Spl.	8	159	Flagged	181 laps
21	Larry Dickson, Bryant Heat, Cool Spl.	8	159	Flagged	180 laps
97	Bobby Johns, Wagner Lockheed Spl.	4	159	Flagged	171 laps

Wally Dallenbach 145; Sonny Ayes 146; Denis Hulme 145; Gordon Johncock 137; Lloyd Ruby 135; George Snider 132; Sonny Ayes 126; Mike Mosley 162; Roger McCluskey 157; Bud Tingelstad 152; Gary Bettenhausen 82; Arnie Knepper 82; Lee Roy Yarbrough 60; Jack Brabham 58; Carl Williams 16; Art Pollard 7; Bill Vukovich 1; Bruce Walkup 0.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1970					
2	Al Unser, Johnny Lightning Spl.	8	159	3:12:37	155.749
66	Mark Donohue, Sunoco Spl.	8	159	3:13:09	155.317
48	Dan Gurney, Olsonite Eagle	8	159	3:15:49	153.201
83	Donnie Allison, Greer-Foyt Spl.	8	159	3:16:21	152.777
14	Jim McElreath, Greer-Foyt Spl.	8	159	3:17:07	152.182
1	Mario Andretti, STP Oil Treatment Spl.	8	159	Flagged	199 laps
98	Jerry Grant, Nelson Iron Works Spl.	4	159	Flagged	198 laps
56	Rick Muther, The Tony Express	4	159	Flagged	197 laps
75	Carl Williams, McLaren	8	159	Out	195 laps
7	A.J. Foyt, Jr., Sheraton-Thompson Spl.	8	159	Out	195 laps

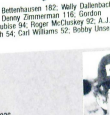
Bobby Unser 192; Sammy Sessions 190; Jack Brabham 175; Dick Simon 168; Ron Bucknum 162; George Follmer 145; Lee Roy Yarbrough 107; Gary Bettenhausen 105; Joe Leonard 123; David Hobbs 107; Mel Kenyon 160; Wally Dallenbach 143; Johnny Rutherford 135; Joe Leonard 73; Roger McCluskey 58; Mike Mosley 96; Peter Revson 87; Bill Vukovich 78; Joe Leonard 73; Roger McCluskey 62; Gary Bettenhausen 55; Lloyd Ruby 54; Gordon Johncock 45; Bruce Walkup 44; Art Pollard 28; George Follmer 18; Gred Weld 12; Jim Malloy 0.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1971					
1	Al Unser, Johnny Lightning Spl.	8	158	3:10:11	157.735
48	Peter Revson, McLaren	8	159	3:10:34	157.419
5	A.J. Foyt, Jr., 1TT-Thompson Spl.	8	159	3:12:13	156.099
42	Jim Malloy, Olsonite Eagle	4	158	3:14:04	154.577
32	Bill Vukovich, Sugarpie Prune Spl.	8	159	Flagged	199 laps
84	Donnie Allison, Purolator Spl.	8	159	Flagged	198 laps
58	Bud Tingelstad, Sugarpie Prune Spl.	4	159	Flagged	198 laps
43	Denny Zimmerman, Flare Spl.	4	159	Flagged	188 laps
6	Roger McCluskey, Sprite Spl.	4	159	Flagged	178 laps
16	Gary Bettenhausen, Thermo King Spl.	4	159	Flagged	178 laps

Lloyd Ruby 174; Bobby Unser 164; Mike Mosley 159; Dick Simon 151; George Follmer 147; Cale Yarborough 140; Denis Hulme 137; Johnny Rutherford 128; Joe Leonard 123; David Hobbs 107; Rick Muther 85; Bob Harkey 77; Bentley Warren 76; Wally Dallenbach 69; Mario Andretti 11; Steve Krisiloff 10; Mel Kenyon 10; George Snider.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1972					
66	Mark Donohue, Sunoco McLaren	4	159	3:04:05	162.962
4	Al Unser, Viceroy Spl.	4	159	3:08:17	159.327
1	Joe Leonard, Sammons Spl.	8	159	3:09:22	158.411
52	Sam Sessions, Gene White Firestone	4	159	Flagged	198 laps
34	Sam Posey, Norris Eagle	8	159	Flagged	196 laps
5	Lloyd Ruby, Wynn's Spl.	8	159	Flagged	196 laps
60	Mike Hiss, STP-Pyion Blade Spl.	4	159	Out fuel	194 laps
9	Mario Andretti, Viceroy Spl.	8	159	Flagged	194 laps
11	Jim Caruthers, Steel U.S. Forces	8	159	Flagged	193 laps
21	Cale Yarborough, Bill Daniels GOP Spl.				

George Snider 190; Jerry Grant 188; Dick Simon 186; Gary Bettenhausen 182; Wally Dallenbach 182; John Marsh 161; Lee Kunzman 131; Mel Kenyon 105; Denny Zimmerman 116; Gordon Johncock 113; Steve Krisiloff 102; John Mahler 99; Jim Hurtubise 94; Roger McCluskey 92; A.J. Foyt 50; Mike Mosley 56; Johnny Rutherford 55; Bill Vukovich 54; Carl Williams 52; Bobby Unser 51; Peter Revson 23; Swede Savage 5; Salt Walther 0.



Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1973 (332½ Miles—Rain)					
20	Gordon Johncock, STP Oil Filter Spl.	4	157	2:05:26	159.036
2	Bill Vukovich, Sugarpie Prune Spl.	4	159	Flagged	157.262
3	Roger McCluskey, Lindsey Hopkins	4	159	Flagged	131 laps
19	Mel Kenyon, Atlanta Falcons Spl.	4	159	Flagged	131 laps
5	Gary Bettenhausen, Sunoco-DX	4	159	Flagged	130 laps
24	Steve Krisloff, Elliott's Norton Spl.	4	159	Flagged	129 laps
16	Lee Kunzman, Ayr-Way/Lloyd's Spl.	4	159	Flagged	127 laps
89	John Martin, Unsponsored Spl.	4	159	Flagged	124 laps
7	Johnny Rutherford, Gulf McLaren	4	159	Flagged	124 laps
98	Mike Mosley, Textilease Spl.	4	159	Out	120 laps

David Hobbs 107; George Snider 101; Bobby Unser 100; Dick Simon 100; Mark Donohue 92; Graham McRae 91; Mike Hiss 91; Joe Leonard 91; Jerry Grant 77; Al Unser 75; Jimmy Cruthers 73; Swede Savage 57; Jim McElreath 54; Wally Dallenbach 48; A.J. Foyt 37; Jerry Karr 22; Lloyd Ruby 21; Sammy Sessions 17; Bob Harkey 12; Mario Andretti 4; Peter Revson 0; Bobby Allison 1; Salt Walther 0.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.
1974					
3	Johnny Rutherford, McLaren	4	159	3:09:10	158.589
48	Bobby Unser, Olsonite Eagle	4	159	3:09:32	158.278
4	Bill Vukovich, Sugarpie Prune Spl.	4	159	Flagged	199 laps
20	Gordon Johncock, STP Oil Filter Spl.	4	159	Flagged	198 laps
73	David Hobbs, Carling McLaren	4	159	Flagged	196 laps
45	Jim McElreath, Thermo King Spl.	4	159	Flagged	191 laps
11	Duane Carter, Jr., Cobre Firestone	4	160	Flagged	189 laps
79	Bob Harkey, Penn Circus Spl.	4	159	Out fuel	187 laps
9	Lloyd Ruby, Unlimited Racing	4	159	Flagged	176 laps
55	Jerry Grant, Cobre Firestone				

John Martin 169; Tom Bigelow 166; Bill Stephens 165; Dick Hiss 158; A.J. Foyt 142; Roger McCluskey 141; Salt Walther 141; Al Unser 131; Jerry Karl 115; Tom Sneva 94; Jan Opperman 85; Jimmy Caruthers 64; Larry Cannon 49; Jim Hurtubise 31; Johnny Parsons; 18; Steve Krisloff 17; George Snider 7; Mike Mosley 6; Wally Dallenbach 3; Mario Andretti 2; Gary Bettenhausen 2; Dick Simon 1.

Car No.	Driver	Cyl.	Disp.	Time	M.P.H.

1975 (435 Miles—Rain)

48	Bobby Unser, Jorgensen Eagle	4	159	2:54:55	149.213
2	Johnny Rutherford, Gatorade McLaren	4	159	2:55:59	148.308
14	A.J. Foyt, Jr., Gilmore Racing Team	8	161	2:56:43	147.681
11	Duane Carter, Jr., Cobre Tire	4	159	Flagged	169 laps
15	Roger McCluskey, Silver Floss Spl.	4	159	Flagged	167 laps
6	Bill Vukovich, Cobre Tire	4	159	Flagged	166 laps
83	Bill Puterbaugh, McNamara D.I.A. Spl.	4	159	Flagged	165 laps
97	George Snider, Leader Card Spl.	4	159	Flagged	165 laps
40	Wally Dallenbach, Sinmast Wildcat	4	159	Out	163 laps
33	Bob Harkey, Dayton-Walther Spl.	4	159	Flagged	162 laps

Steve Krisiloff 162; Sheldon Kinser 161; Jerry Karl 161; Jimmy Caruthers 161; Gary Bettenhausen 158; Al Unser 157; Sammy Sessions 155; Tom Bigelow 151; Johnny Parsons 149; Jerry Grant 137; Dick Simon 133; Tom Sneva 125; Bentley Warren 120; Eldon Rasmussen 119; Bobby Allison 112; Mike Mosley 94; John Martin 61; Mario Andretti 49; Mike Hiss 39; Larry McCoy 24; Gordon Johncock 11; Lloyd Ruby 7; Salt Walther 2.

1976 (255 Miles—Rain)

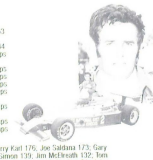
2	Johnny Rutherford, Hy-gain McLaren	4	159	1:42:52	148.725
14	A.J. Foyt, Jr., Gilmore Racing Team	8	161	1:43:07	148.355
20	Gordon Johncock, Sinmast-Goodyear	4	159	1:44:37	146.238
40	Wally Dallenbach, Sinmast-Goodyear	4	159	Flagged	191 laps
48	Duane Carter, Jr., Jorgensen Eagle	4	159	Flagged	191 laps
68	Tom Sneva, Norton Spirit	4	159	Flagged	191 laps
21	Al Unser, American Racing Wheels	8	161	Flagged	191 laps
6	Mario Andretti, CAM2 Motor Oil Spl.	4	159	Flagged	191 laps
77	Salt Walther, Dayton-Walther Spl.	4	159	Flagged	188 laps
3	Bobby Unser, Cobre Tire	4	159	Flagged	188 laps

Lloyd Ruby 100; Johnny Parsons 98; George Snider 98; Tom Bigelow 98; Mike Mosley 96; Jan Opperman 97; Larry Cannon 97; Vern Schuppan 97; Sheldon Kinser 97; Bob Harkey 97; John Martin 96; Bill Puterbaugh 96; Billy Scott 96; Steve Krisiloff 95; Al Loquasto 95; Larry McCoy 91; Jerry Grant 91; Gary Bettenhausen 52; David Hobbs 10; Roger McCluskey 9; Bill Vukovich 2; Dick Simon 1; Spike Gehlhausen 0.

1977

14	A.J. Foyt, Jr., Gilmore Racing Team	8	161	3:05:57	161.331
8	Tom Sneva, Norton Spirit	8	158	3:06:25	160.918
21	Al Unser, American Racing Spl.	8	159	Flagged	199 laps
40	Wally Dallenbach, STP Oil Treatment	4	159	Flagged	199 laps
60	Johnny Parsons, STP Wildcat	4	159	Flagged	193 laps
24	Tom Bigelow, Thermo King	4	159	Flagged	192 laps
65	Lee Kunzman, Syracuse/S&M Electric	4	159	Flagged	191 laps
11	Roger McCluskey, 1st Natl. City T.C.	4	159	Flagged	191 laps
92	Steve Krisiloff, Dave McIntire Chev.	4	159	Flagged	191 laps
36	Jerry Sneva, 21st Amendment Spl.	4	159	Flagged	187 laps

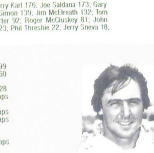
Gordon Johncock 184; Bill Puterbaugh 170; Eldon Rasmussen 168; John Mahler 157; Duane Carter 156; Gary Bettenhausen 138; Bill Vukovich 119; Bobby Unser 94; Mike Mosley 91; Danny Ongais 90; Bobby Jones 78; Cliff Hucul 72; Jim McElreath 71; George Snider 65; Bobby Olivero 57; Mario Andretti 47; Lloyd Ruby 34; Al Loquasto 28; Janet Guthrie 27; Clay Regazzoni 25; Dick Simon 24; Sheldon Kinser 14; Johnny Rutherford 12.



1978

2	Al Unser, First National City Travelers Checks/ Chaparral Lola	8	161	3:05:54	161.363
1	Tom Sneva, Norton Spirit	8	161	3:06:03	161.244
20	Gordon Johncock, North American Van Lines Parasetter	4	159	Flagged	199 laps
49	Steve Krisiloff, Foreman Industries	4	159	Flagged	198 laps
6	Wally Dallenbach, Sprangler Prune	8	161	Out	195 laps
48	Bobby Unser, AVG/Graphelle Eagle	8	161	Flagged	195 laps
14	A.J. Foyt, Jr., Gilmore Racing & Citrang	8	161	Flagged	191 laps
84	George Snider, Gilmore Racing & Citrang	8	161	Flagged	191 laps
51	Janet Guthrie, Texaco Star	4	159	Flagged	190 laps
16	Johnny Parsons, First National City Travelers Checks	4	159	Flagged	186 laps

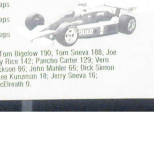
Larry Rice 186; Mario Andretti 185; Johnny Rutherford 180; Jerry Karl 176; Joe Saldana 173; Gary Bettenhausen 149; Mike Mosley 147; Danny Ongais 145; Dick Simon 139; Jim McElreath 137; Tom Bigelow 107; Larry Dickson 104; Rick Mears 104; Duane Carter 92; Roger McCluskey 91; John Mahler 57; Tom Bigley 25; Salt Walther 24; Spike Gehlhausen 23; Phil Threshie 22; Jerry Sneva 18; Sheldon Kinser 15; Cliff Hucul 4.



1979

9	Rick Mears, The Gould Charge	8	161	3:08:47.97	158.809
14	A. J. Foyt, Jr., Gilmore Racing Team	8	161	3:09:23.66	158.260
35	Mike Mosley, Theodore Racing	8	161	3:09:36.00	158.078
25	Danny Ongais, Interscope/ Panasonic	8	161	Flagged	199 laps
12	Bobby Unser, Norton Spirit	8	161	Flagged	199 laps
3	Gordon Johncock, North American Van Lines Parasetter	8	161	Flagged	197 laps
46	Howdy Holmes, Armstrong Mould/Jiffy Mix	4	159	Flagged	195 laps
22	Bill Vukovich, Rotor-WNDE-Thermo King of Indiana	4	160	Flagged	193 laps
11	Tom Bagley, Dairy Queen/ Kent Oil	8	160	Flagged	193 laps
19	Spike Gelshausen, Sta-on Car Glaze/Guarantee Auto-WRTE	8	160	Flagged	192 laps

Steve Krisiloff 192; Salt Walther 191; Roger McCluskey 191; Tom Bigelow 190; Tom Sneva 188; Joe Saldana 186; Phil Threshie 172; Johnny Rutherford 168; Larry Rice 142; Pancho Carter 129; Vern Schuppan 111; Al Unser 104; Eldon Rasmussen 89; Larry Dickson 86; John Mahler 66; Dick Simon 57; Wally Dallenbach 43; Sheldon Kinser 40; Cliff Hucul 22; Lee Kunzman 18; Jerry Sneva 16; Johnny Parsons 16; George Snider 7; Janet Guthrie 3; Jim McElreath 0.



Car No.	Driver	Cyl.	Disp.	Time	M.P.H.

1980

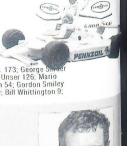
4	Johnny Rutherford, Pennzoil Chaparral	8	161	3:29:59.56	142.862
9	Tom Sneva, Bonjour Action Jeans	8	161	3:30:29.48	142.524
46	Gary Bettenhausen, Armstrong Mould, Inc.	4	160	3:30:32.50	142.485
20	Gordon Johncock, N. Amer. Van Lines Parasette	8	160	3:30:33.17	142.482
1	Rick Mears, The Gould Charge Penske PC-9	8	158	Flagged	199 laps
5	Pancho Carter, Alex XLNT Foods Special	8	161	Flagged	199 laps
25	Danny Ongais, Interscope Panasonic	6	161	Flagged	199 laps
3	Tom Bigelow, Armstrong Mould, Inc./Jiffy Mix	8	161	Flagged	198 laps
21	Tim Richmond, The UNO-1095 Starcruiser	8	161	Flagged	197 laps
44	Greg Leffler, Starcraft R.V.	8	161	Flagged	197 laps

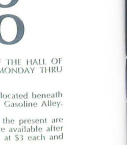
Billy Engelhart 193; Bill Vukovich 192; Don Whittington 178; A. J. Foyt, Jr. 173; George Snider 169; Dennis Firestone 137; Jerry Sneva 130; Hurley Haywood 127; Bobby Unser 126; Mario Andretti 71; Jerry Karl 64; Dick Simon 58; Roger Rager 55; Jim McElreath 54; Gordon Smiley 51; Johnny Parsons 44; Al Unser 23; Tom Bagley 22; Spike Gelshausen 20; Bill Whittington 9;

1981

3	Bobby Unser, Norton Spirit Penske PC-9B	8	161	3:35:41.78	139.084
40	Mario Andretti, STP Oil Treatment/ Patrick Racing	8	160	3:35:46.96	139.029
33	Vern Schuppan, Red Roof Inns/ Theodore Racing/Equipe 66	8	161	Flagged	199 laps
32	Kevin Cogan, Jerry O'Connell Racing	8	161	Flagged	197 laps
50	Geoff Brabham, Psachie Garza Esso	8	161	Flagged	197 laps
81	Sheldon Kinser, The Sergio Valente Longhorn	8	161	Flagged	195 laps
16	Tony Bettenhausen, Provimi Veal McLaren	8	161	Flagged	195 laps
53	Steve Krisiloff, Psachie Garza Esso	8	161	Flagged	194 laps
20	Gordon Johncock, STP Oil Treatment Special	8	160	Out	194 laps
4	Dennis Firestone, Rhoades Aircraft Sales	8	160	Out	193 laps

Bill Alsup 193; Michael Chandler 192; A. J. Foyt, Jr. 191; Tim Richmond 191; Jerry Karl 189; Scott Brayton 173; Al Unser 166; Larry Dickson 165; Bob Lazier 154; Tom Bigelow 152; Bill Whittington 146; Gordon Smiley 141; Jessie Garza 138; Pete Halsmer 123; Tom Sneva 96; Don Whittington 32; Johnny Rutherford 25; Mike Mosley 16.





"500" PHOTO STUDIO

LOCATED ON THE SECOND FLOOR OF THE HALL OF FAME MUSEUM (except May*), OPEN MONDAY THRU FRIDAY—9 a.m. to 5 p.m.

*Please visit our trackside office in May located beneath the Tower Terrace seating and south of Gasoline Alley.

Photos of cars and drivers from 1911 to the present are available in 8x10 prints. Color photos are available after 1960. Black and white photos are priced at $3 each and color photos are $6 each.

Please visit our studio or write to:

Official Photos
Indianapolis Motor Speedway
P.O. Box 24152
Speedway, IN 46224

Please add $1.25 per order for postage and handling. Indiana residents add 4% Indiana Sales Tax. We accept MasterCard, VISA and American Express. Money orders or personal checks are also acceptable.

MEET OUR DRIVERS!

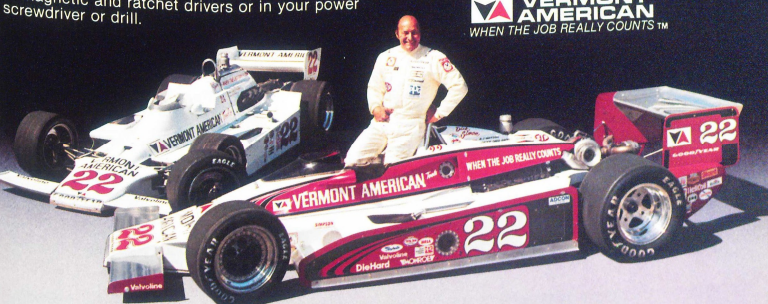
VERMONT AMERICAN PROFESSIONAL DRIVERS MAKE EVERY TURN COUNT

Smooth performance in the turns makes the difference. That's why so many 'pit crews' like A.J. Watson's prefer 'drivers' made by the highest technology standards.

Choosing the right size and type screwdriver for any job is easy when you choose VERMONT AMERICAN — slotted and Phillips; special screwdrivers including hex, square recess, clutch and Torx heads; or insert bits which can be used in magnetic and ratchet drivers or in your power screwdriver or drill.

Because 'drivers' are the tools you use most often, it just makes sense to turn with VERMONT AMERICAN. Each 'driver' has been crafted to the same exacting quality specifications as our full line of other hand tools and power-tool accessories: saw blades, router bits, drill bits, taps and dies, tool boxes, plus many more. Your VERMONT AMERICAN retailer is the place to start any job that you want done right.

VERMONT AMERICAN
WHEN THE JOB REALLY COUNTS™



"Look for me on the track and A.J.'s crew in the pit . . . we all drive with VERMONT AMERICAN." *Derek Daly*

Ward-Beck Systems Ltd., 841 Progress Avenue, Scarborough, Ontario, Canada M1H 2X4.
Tel:(416)438-6550.
Ward-Beck Systems Inc., 6900 East Camelback Road, Suite 1010, Scottsdale, Arizona 85251.

"Coca-Cola" and "Coke" are registered trade-marks which identify the same product of The Coca-Cola Company.

A.J. FOYT HASN'T CHANGED HIS OIL IN 12 YEARS.

From "Gentlemen, start your engines!" all the way to the checkered flag—the world's only 4-time Indy winner demands a motor oil that can protect his engine.

A.J. Foyt found Valvoline® Racing Motor Oil 12 years ago. And he's raced with Valvoline ever since. For the same reason that more Indy drivers use Valvoline than any other brand.

"During the Indy 500," says A.J., "you can change tires, brakes, spark plugs—even drivers. But you can't change the oil. Those are the rules. That's why I go with Valvoline whenever I race. And that's why I use Valvoline in my family cars, too."

You can get that same kind of protection for your car. Because Valvoline is not just for winning races. There's a Valvoline® Motor Oil for every kind of car, every kind of driving.

VALVOLINE®

Valvoline Oil Company, Lexington Ky Division of Ashland Oil, Inc.

LEADER OF THE PACK.

Valvoline has taken the lead again with the Do-It-Yourself Dozen!

That's right. Valvoline, the brand of motor oil that so many of today's top drivers depend on to keep their engines running smoother, cooler and longer, is now available in a handy 12-quart case. The Do-It-Yourself Dozen is easy to carry and contains more than enough oil for two oil changes.

So look for "Val" the Chimp and the Do-It-Yourself Dozen the next time you change your oil. And pick up the leader of the pack!

VALVOLINE®

Valvoline Oil Company, Lexington, Ky. A Division of Ashland Oil, Inc.

ANTON HULMAN, JR.

1901-1977

SIMONIZ® INTRODUCES

THE STREETFIGHTERS.

Nobody has to tell you it's rough out there on the street and getting rougher.

The SIMONIZ SuperPoly line is designed for the world today's car lives in, with SuperPoly tough polymers that bond to your car's finish to give it a fighting chance against the worst the street and weather can dish out.

It's used like any car wax or poly-coating. But SuperPoly is so tough that it's guaranteed to outbead, outshine, outlast the leading professionally applied poly-coating, or your money back from Simoniz. Street testing on new and older cars proved it to us. Long-lasting water beading and shine will prove it to you. Other innovative car-care products in the SuperPoly line, Poly Glaze shine renewer, 10 Minute Pre-Wax Pre-Poly Cleaner and SuperPoly Car Wash, all share the same Simoniz polymer technology to fight back against the street. Give your car a fighting chance with the SuperPoly Streetfighters from Simoniz.

SIMONIZ®. The Perfect Finish.

QuickSilver MX
WORLDS APART FROM ALL THE REST

QuickSilver MX **is** worlds apart from all other ultralights for several good reasons.

First, there's engineering. QuickSilver MX is the only ultralight that can boast a 10-year heritage of design and engineering refinement. Top-quality materials–all of aircraft-grade specifications–are used throughout.

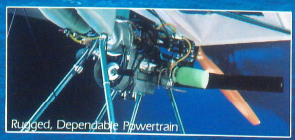
Second, consider ease of construction. Every QuickSilver MX arrives as a complete, ready to assemble kit. It takes just a single weekend to go from carton to cloud level.

Finally, there's performance. QuickSilver MX's husky, dependable 30hp engine takes you skyward at 600fpm. The single "joystick" flight control, combined with maneuverability, quick roll rate and the finest sense of being one with the machine.

Learn more about our exceptional aircraft, send $4.00 today to the address below. You'll receive a complete information packet and the location of your nearest Eipper Formance dealer.

QuickSilver MX.
Worlds apart from all other ultralights.

(Flight training required)



Rugged, Dependable Powertrain

Single "Joy Stick" Flight Control

Eipper Formance inc.
1080 Linda Vista Drive, San Marcos, CA 92069

QUICKSILVER MX
'The Original'

INDIANAPOLIS 500

THE SIXTY-SIXTH · MAY 30, 1982

ROW

1

1 Rick Mears — The Gould Charge — Time 2:53.91 — Speed 207.004

4 Kevin Cogan — Norton Spirit — Time 2:54.40 — Speed 204.082

14 A. J. Foyt — Valvoline-Gilmore — Time 2:57.05 — Speed 203.332

2

40 Mario Andretti — STP Oil Treatment — Time 2:57.19 — Speed 203.172

20 Gordon Johncock — STP Oil Treatment — Time 2:58.32 — Speed 201.884

94 Bill Whittington — Whittington Bros. — Time 2:58.57 — Speed 201.650

3

7 Tom Sneva — Texaco Star — Time 2:59.08 — Speed 201.127

91 Don Whittington — The Samurai Pitbull — Time 2:59.35 — Speed 200.775

25 Danny Ongais — Interscope Racing — Time 3:00.72 — Speed 199.164

4

3 Pancho Carter — Alex Foods — Time 3:00.95 — Speed 198.950

12 Chip Ganassi — First Commercial Corp. — Time 3:02.09 — Speed 197.704

5 Johnny Rutherford — Pennzoil Chaparral — Time 3:02.68 — Speed 197.066

5

53 Danny Sullivan — Forsythe-Brown Racing — Time 3:03.41 — Speed 196.292

28 Herm Johnson — Menard Cathway Lumber — Time 3:03.74 — Speed 195.929

52 Hector Rebaque — Carta Blanca — Time 3:03.97 — Speed 195.684

6

10 Al Unser — Longhorn Racing — Time 3:04.08 — Speed 195.567

19 Bobby Rahal — Red Roof Inns — Time 3:04.90 — Speed 194.700

30 Hewdy Holmes — Domino's Pizza/Shierson — Time 3:05.12 — Speed 194.468

7

31 Roger Mears — Machinists Union — Time 3:05.62 — Speed 194.159

21 Geoff Brabham — Pemco Super — Time 3:06.91 — Speed 192.906

75 Dennis Firestone — B.C.V. Racing — Time 3:07.59 — Speed 192.212

8

68 Michael Chandler — Fireman/Garroy Eagle — Time 3:07.78 — Speed 192.042

95 Dale Whittington — Whittington Bros. — Time 3:07.10 — Speed 192.694

42 Jim Hickman — Strah's March — Time 3:07.47 — Speed 192.317

9

34 Johnny Parsons — Wynn's Racing — Time 3:07.78 — Speed 192.029

35 George Snider — Intermedia Innovator — Time 3:08.17 — Speed 193.493

16 Jerry Bettenhausen — Prystal Vase — Time 3:08.21 — Speed 193.424

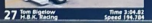
10

69 Jerry Sneva — The Great American Spirit — Time 3:08.36 — Speed 193.270

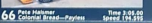
39 Chet Fillip — Circle Bar Truck Corral — Time 3:08.73 — Speed 194.879

8 Gary Bettenhausen — Lindsay Hopkins — Time 3:03.98 — Speed 198.673

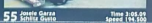
11



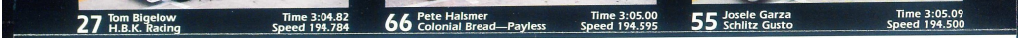
27 Tom Bigelow — H.B.K. Racing — Time 3:04.82 — Speed 194.784



66 Pete Halsmer — Colonial Bread—Payless — Time 3:08.00 — Speed 194.510



55 Josele Garza — Schlitz Gusso — Time 3:08.09 — Speed 194.100



27 Tom Bigelow H.B.K. Racing — Time 3:04.82 Speed 194.784
66 Pete Halsmer Colonial Bread—Payless — Time 3:05.00 Speed 194.595
55 Josele Garza Schlitz Gusto — Time 3:05.09 Speed 194.500

1982 INDIANAPOLIS 500 SCORE CARD

TOP TEN POSITIONS AT TEN LAP INTERVALS

POSITION

LAPS	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200
AVG. SPEED																				
1																				
2																				
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				

NUMERICAL LISTING OF STARTING DRIVERS

1 Rick Mears
3 Pancho Carter
4 Kevin Cogan
5 Johnny Rutherford
7 Tom Sneva
8 Gary Bettenhausen
10 Al Unser
12 Chip Ganassi
14 A.J. Foyt
16 Tony Bettenhausen
19 Bobby Rahal
20 Gordon Johncock
21 Geoff Brabham
25 Danny Ongais
27 Tom Bigelow
28 Herm Johnson
30 Howdy Holmes
31 Roger Mears
34 Johnny Parsons
35 George Snider
39 Chet Fillip
40 Mario Andretti
42 Jim Hickman
52 Hector Rebaque
53 Danny Sullivan
55 Josele Garza
66 Pete Halsmer
68 Michael Chandler
69 Jerry Sneva
75 Dennis Firestone
91 Don Whittington
94 Bill Whittington
95 Dale Whittington

CARS OUT OF RACE

CAR NO.	LAP	REASON	CAR NO.	LAP	REASON

The Borg-Warner Trophy.

The Facts. The Fiction. The Fantasies.

The Borg-Warner Trophy is made of 80 pounds of sterling silver and originally cost $10,000. Today the trophy is priceless and irreplaceable.

The actual height of the trophy is 4'3". About three times as tall as the one in the picture.

The race for the Borg-Warner Trophy draws the largest crowd for any single day's sporting event in the world. Triple the Super Bowl or the Kentucky Derby.

There are 70 squares on the trophy. More than one face appears for the 10 drivers who won more than once. And two faces appear for 1924 and 1941, when two-man teams won.

The wings coming up the sides of the trophy symbolize speed of flight. They also make a great handle for carrying the trophy around.

Whoever wins it can never bring it home. Instead, winning drivers get a 2' high sterling silver replica of the trophy, mounted on a walnut plaque.

Louis Meyer was the first driver to win the Borg-Warner Trophy in 1936. "Winning the Borg-Warner Trophy is like winning an Olympic Gold medal."

As is the tradition, when Mario Andretti pulled into the winner's circle, the trophy was placed behind him on the rear of the car. But part of the trophy was touching the exhaust system of the rear-engined car and the trophy got so hot it had to be taken off the car with asbestos gloves.

It has been said that if you put your car against the Borg-Warner Trophy and listen real close, you can hear Louis Meyer roar across the finish line again.

The race for the Borg-Warner Trophy was cancelled from 1942 to 1945 because of gasoline and rubber shortages caused by World War II. The only car allowed on the track was one driven by Wilbur Shaw who was testing a new synthetic rubber for tires.

One man has been in Victory Lane 30 years in a row, but has never won a race. He's Jack Mackenzie, race day guardian of the Borg-Warner Trophy since 1953, when he was given the job while a short-of-cash college student. Every year since then the award ceremony has depended on the dependable hands of Jack Mackenzie.

After thirteen tries, Sam Hanks finally won the Borg-Warner Trophy in 1957.

Hollywood has given the Borg-Warner Trophy important parts in several movies. "To Please A Lady" with Barbara Stanwyck and Clark Gable. And in "Winning," with Paul Newman. You may remember the scene where Paul Newman is in a phone booth talking to someone on the phone about his victory, with a scaled-down version of the trophy proudly tucked under his arm.

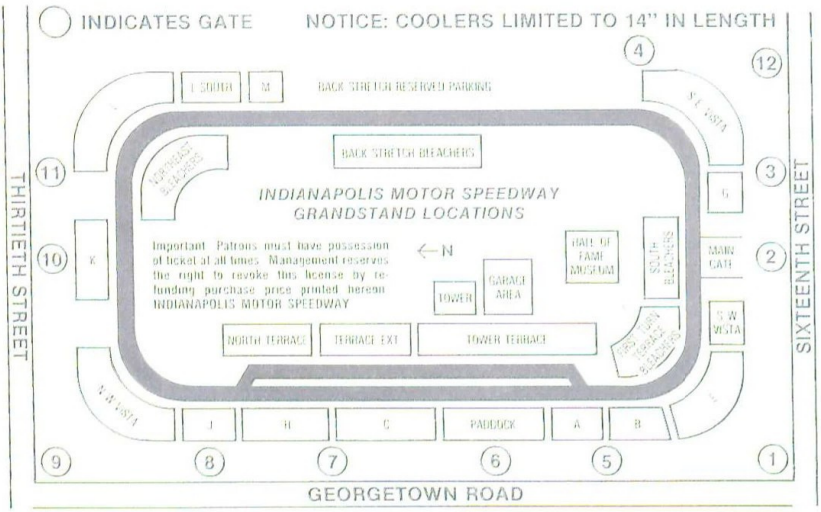
Before the Indy 500 Festival Queen gave winning drivers their victory kiss, some famous movie stars puckered-up in front of the Borg-Warner Trophy. Linda Darnell kissed Bill Holland. Loretta Young kissed Lee Wallard. Dinah Shore kissed Bob Sweikert. And Shirley MacLaine kissed Jim Bryan.

The trophy was designed by Spaulding & Gorham, Inc., Jewelers and Silversmiths of Chicago. They're also responsible for putting the faces on the trophy.

1938 was the year "kidnappers" broke into a hotel room, took the trophy and left behind a ransom note. Luckily, the trophy mysteriously reappeared two days later in the same room and the continuity of the history of the 500 remained unbroken.

The Borg-Warner Trophy is a registered trademark of Borg-Warner Corporation.

RAIN CHECK
IN EVENT OF RAIN OR POSTPONEMENT OF THE 500 MILE RACE SUNDAY MAY 30, 1982 THIS COUPON ATTACHED TO THE SEAT TICKET WILL BE ACCEPTED FOR ADMISSION TO THE GROUNDS ON THE POSTPONED DATE
ADMIT ONE • NO MONEY REFUNDED
500
THE SIXTY-SIXTH · MAY 30, 1982
SCHEDULED START 11:00 A.M. (E.S.T.)
BACK STRETCH RESERVED
Sec. 3
Row E
Seat 1
BLEACHER SEAT
ADMISSION TO GROUNDS
NO MONEY REFUNDED
IN EVENT OF POSTPONEMENT RETAIN THIS CHECK
BACK STRETCH RESERVED
Sec. 3
Row E
Seat 1
ADMIT ONE
$15.00



Weldon Williams & Lick - Ft. Sign. Ark.